

INDIANAPOLIS - BELTOISE INTERVIEW - ELITE TEST

AUTOSPORT

Sports car championship race at Nurburgring



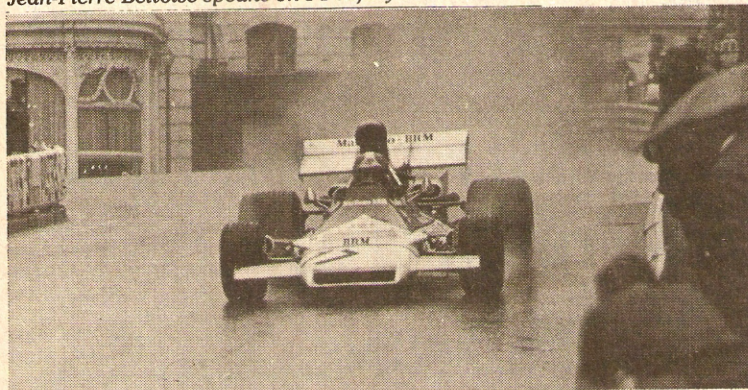
AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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EDITORIAL

"Motor Sport in this country is being promoted (not run — promoted) by a bunch of short sighted amateurs." This quote is just part of a suicidal release from Britain's silliest motor racing 'union', Formula Atlantic International, which was brought to our attention by an irate promotor this week.

The organisation itself is just not worth bothering with, but the factor which worries us is the attitude that is being taken towards the people who are trying their best to keep top level motor racing going in this country, the promotors. With finance and sponsorship becoming more and more difficult to find, they have a hard enough task without having to cope with jumped-up amateurs trying to dictate their own terms.

It would appear that, by issuing their release this week, FAI have hammered home the final nail in their own coffin. It is not through any malicious feeling towards the Formula that we make an example out of it, just in the hope that others will not take the same suicidal steps.

The statement came after a meeting between FAI and representatives of Silverstone, Thruxton, MCD and the BRSCC which we reported last week. FAI, who are currently struggling to get more than ten cars on some grids, demanded £13,500 per race next year which was turned down. Their reaction was as follows: "At face value, the immediate conclusion to be drawn would seem to be that Motor Sport in this country is being promoted (not run — promoted) by a bunch of short sighted amateurs. Given traditional format with its general lack of imagination for the moods of the poor spectator, the actual mechanics of running meetings as carried out by the major clubs is outstanding, but the promotion effort is nothing short of pathetic, as is the attitude towards the competitors.

"These people will cheerfully find £30,000 to put on an F2 race with its current crop of uncompetitive Frenchman and Italians (*Jacques Laffite, Patrick Depailler and Vittorio Brambilla for example — Ed*) with names that are meaningless to the British spectators, but will not make the effort to promote Atlantic for about a third of the money for a 40 car grid

"Sooner or later the promotors must wake up to the fact that they are in the entertainment business, and if you are going to expect a professional standard from the performers then you only get what you pay for"

The whole tone of this statement is something we have warned against many times in the past. It is the competitors who have got to make the effort to help promote racing — to talk of unknown Frenchmen and Italians is ridiculous — there cannot be more than three people, at the very most, in Formula Atlantic whose names mean anything in Britain. The race promotors give them every opportunity to project themselves as personalities as well as racing drivers, but they, like the majority of competitors in this country, do nothing. They sit back like prima donnas, expecting the whole thing to be done for them and to make a profit at the end of it.

Until the competitors wake up to the fact that it is in their interests to co-operate with promotors, not publicly slang them and make unreasonable demands on them, they cannot expect any favours.

According to two promotors we have spoken to this week Formula Atlantic International has signed its own death warrant by taking this attitude and one championship sponsor has said that his money can be used elsewhere this year. Let this be a warning to other Formulae and 'unions'.

our cover picture

Alfa Romeo are having their best year in racing for some time this season, dominating the sports car championship. The picture shows Derek Bell at Spa, last weekend he was at the Nurburgring. Photo: Phipps Photographic.

Matra are back in F1 with the new Ligier

It's official, or, as Gitanes press officer Jean-Pierre Aujoulet told us on Monday afternoon, "it's a reality." Matra are back in Formula 1.

This surprise news came towards the end of last week when it was announced that Engins Matra would supply the new all-French Ligier Grand Prix car with their potent V12 engines.

Up until a month ago, it was thought that Guy Ligier's new team, which is sponsored by Gitanes cigarettes, would use the ubiquitous Cosworth Ford DFV which they have been using in their sports prototypes. But negotiations got underway with Matra as the threat of a Matra-powered Shadow gathered strength. Matra became interested in supporting Ligier's French team which, in fact, already boasts a design team who are ex-Matra engineers. Thus both the car and

engine will have been constructed entirely by Matra trained personnel when it makes its appearance later this year.

Aujoulet told us that the team were still intending to get the car ready for testing by September and that Jean-Pierre Beltoise would drive it in the Canadian and American Grands Prix.

The team will continue to be based at Ligier's premises in Vichy and Matra will supply the team with free engines and technical expertise for at least a year. Matra personnel will be in attendance at all the races. Two cars will be run by the team next year, although as to who will partner Beltoise, no choice has been made as yet.

The last time the sound of a Matra V12 was heard in F1 was at the American GP in 1972. It's good to know that noise will be back.

RAM switch to Ford V6

The advertisement for the sale of the entire RAM/Thursdays F5000 equips in our pages this week signifies not so much the disbanding of the team, but more a complete reorganisation. "We're now in a position where we want to win, and must win, and to do this, we must have both machinery and driver capable of winning," said the MD of RAM, John MacDonald, on Tuesday, just prior to a meeting with the sponsors, Goodhews.

The team now have more than a month in which to consolidate their plans, but the most important thing is to settle down with reliable machinery, and a good driver. MacDonald was not mentioning any names in connection with the drive, but said that it would be an exper-

enced, professional driver, probably one who had already driven for the team. So far this year, Dave Walker, Andy Sutcliffe, Damien Magee, Alan Jones and Derek Bell have all driven for the team.

One of the main problems in the team has been in the engine department of their Chevrons. So far they've been using Morand/Chevrolets rebuilt by RES, but all indications point to a V6 powered car to shake off their V8 jinx. "And the V6s won't come from Edenbridge," added MacDonald, "but a very established team." What chances then of Derek Bell, going the same way as his fellow Bognor driver, Dave Purley, in a V6 powered Chevrolet B30?

Raymond forsakes Lola

Having only taken part in a couple of races with his Fisons Lola T390, Martin Raymond has replaced the car with a brand new 2-litre Chevron B31 and he made his debut with the car at Nurburgring last weekend. The Lola is to be sold.

Raymond, when commenting on the switch, said: "to be frank, Fisons are in motor racing to race a car and not sponsor Lola's development programme." He added that "besides the usual silly teething problems, I could not be more happy. I'm like a kid with a new toy." Raymond was, of course, referring to the new Chevron which he qualified 10th fastest overall and led the 2-litre class.



Martin Raymond - strong words.

● Gaetano Cortesi, president of Alfa Romeo in Italy, has been revelling in the success of the Alfa sports prototype team this year. He has been to most of the races this season but what his presence reflects is the distinct possibility of Alfa actually making a concerted effort and return to Formula 1, as they have been threatening in the past.

● Maurizio Flammini, the bespectacled Italian who drove (and crashed) one of Frank Williams' Formula 1 cars at the Race of Champions meeting, is making a return to F2 this weekend at Hockenheim. Flammini will use his ex-CSAI March BMW 742 from last year run under the Bino Trivellato banner.

Parnelli to pull out?

Following on after the departure of designer Maurice Phillippe, Andrew Ferguson's withdrawal from the Vel's Parnelli Grand Prix team late last week with four other team personnel, could mean that things are getting a bit tough for this ambitious American team in Europe.

Ferguson was responsible for the running of the Grand Prix programme and now that he has left, his position has been taken over by Jim di Lararter, an American team administrator who has been over here in Europe since April. Di Lararter said last week that the reason several people had left was to "reduce overheads and costs, especially to eliminate the higher priced overheads." He added that as they had no sponsor for their European racing programme, they were beginning to feel the pinch and were "top end heavy with executives." Di Lararter explained that as they are new, they didn't really want to get too big too soon and, on reflection, it had seemed the team had grown too quickly.

Di Lararter said he thought that John Baldwin, who previously worked at McLaren Cars alongside Gordon Coppuck, would take over the designer post left by Phillippe but we understand that Baldwin left along with Maurice.

The general consensus of opinion is that the Vel's Parnelli Grand Prix effort will cease operations after the Swedish Grand Prix this weekend. However, a team member did say earlier this week that the comment from the States was for the team to see the year out.

Finance seems to be one of the major bugbears. Both Vel Miletich and Parnelli Jones have been having a torrid time with many of their business interests, one of which was the Ontario Motor Speedway which, as we know, has lost an awful lot of money. They also bought a large



Andrew Ferguson - moves on

Ford dealership just prior to the oil crisis, and consequently American car sales have plummeted. However, one of their biggest head-aches at the moment is the legal battle they, Firestone and Samsonite are involved in with former team driver Joe Leonard. The former USAC Champion looks, so we are told, to be doing quite nicely in his battle to claim for loss of earnings when he broke a leg in a USAC shunt some time ago.

It would seem a great pity if this noble American F1 effort is to suffer for team driver Mario Andretti has shown both his, and the car's potential in recent races. He led the Spanish GP you may remember. However, relations between Mario and some members of the F1 team have been distinctly strained and although it is reputed that Mario is helping to finance the Grand Prix project himself, the signs are evident that it's the Viceroy sponsored American efforts in USAC and F5000 that will take precedence.

Scheckter for Frank?

Ian Scheckter, the elder brother of Tyrrel star Jody, and who is currently leading the South African F1 series in his ex-works Tyrrell, is expected to make a return to Europe this weekend when he drives the second Frank Williams F1 car in the Swedish Grand Prix alongside Arturo Merzario.

Scheckter, who raced over here in FF a few years ago, last drove in Europe for the Hesketh team at last year's Austrian GP. Following a huge engine blow up in practice, he failed to make the race.

Scheckter's chance of this one-off drive is because Jacques Laffite, Frank's other regular driver, is committed to an F2 race at Hockenheim the same day.

● Although we said several weeks ago that reigning Canadian Formula Atlantic champion, Bill Brack, was trying to organise a drive at the Pau F2 race, we now hear that Brack is negotiating with Fred Opert once more to drive the American's Chevron-Ford B29 at the Salzburgring F2 meeting next weekend.

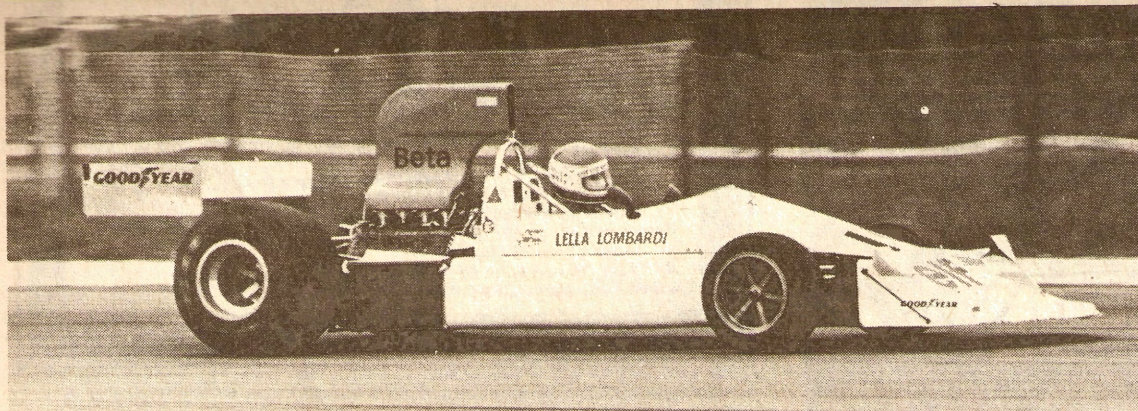
...and Penske?

Another American team that are going through the proverbial "tough" period in Grand Prix racing at the moment is Roger Penske's First National City Bank team.

Their last two Grands Prix have been distinctly fraught with Mark Donohue shunting in both. Relations between Donohue and team-manager Heinz Hofer in Belgium, so we're informed, were strained while Penske himself was at Indianapolis overseeing his USAC effort. He didn't seem too interested in the progress of his F1 effort when one of our reporters questioned him on the subject after the results of the Belgian GP were known.

Here's hoping the Americans can emerge from the mire which, as one hardened European based Grand Prix designer said early this week, is all part of learning that F1 isn't as easy as it may appear.

● Winning all the F3 races in Italy at the moment is not Renzo Zorzi but Gianfranco Brancatelli in his March-Toyota 753. The Italian, who finished fifth at Monaco, has won at Mugello and Vallelunga during the past couple of weeks.



Patrick Tambay testing the works March 751 Grand Prix car at Silverstone last week where he lapped quickly.

Tambay in F1 March

March Engineering gave one of their young works F2 drivers a chance in an F1 car at Silverstone last week and were very impressed. The man in question was Patrick Tambay who, on his first visit to Silverstone, lapped the Grand Prix circuit in 1m 18.8s. That was after only 7 laps before the tyres started to chunk. The following day was spent on the shorter club circuit but, all in all, Patrick's second taste of an F1 car

(he drove an Elf Tyrell briefly at Ricard last year) was "fantastic."

The car he was using was Lella Lombardi's regular 751 chassis which, besides sponsorship from Lavazza coffee, displays convenient Elf decals as well.

Tambay's opportunity to try the car could well mean that March are thinking of running him in some F1 races in the future. It could also mean that Lella Lombardi will be

rested. It's common knowledge that the works team are disappointed in the Italian lady's performances, especially now that Vittorio "Brambrillopad" is going so quickly in F1.

Neither Elf nor Lavazza have specific contractual obligations about running Lella although Max Mosley did tell us earlier this week that "there is no suggestion by the sponsors that they are anything other than happy with Lella's performances."

Commenting on the rumour that Lella has been eyed by a team based in Edenbridge, Mosley said: "Of course we'd be interested in doing a swop deal... for John Watson."

Phillippe for Lotus?

It looks very likely that Maurice Phillippe, who until recently was the chief designer for the Vel's Parnelli team, will be reunited with Colin Chapman and the Lotus Grand Prix team.

Although Phillippe is currently residing in the States, John Player-Team Lotus are known to be keen on reacquiring his services as chief designer. Many will remember that Phillippe was largely responsible for converting Colin Chapman's fantasies into probably one of the most competitive Grand Prix cars ever with the evergreen 72 design.

Lotus have tried, albeit, unsuccessfully, to draw up a new car to replace the 72 since its first appearance back in 1970, but have failed miserably. With a new car on the stocks and Phillippe's return an evergrowing possibility, than it surely can't be long before the Lotus marque are back more regularly in the winner's circle.

Renault's cut

It looks as if Jody Scheckter and Patrick Depailler aren't going to drive an Alpine-Renault turbo sports prototype after all. The problem is that Renault, Alpine's parent company, have cut the racing budget by 25%. Therefore it's now extremely doubtful whether the team will be able to run two cars at the Osterreicherung 1000Kms on June 27.

There are three rounds remaining and there's no way that Alpine can win the title. They hope to send at least one car for Jean-Pierre Jabouille/Gerard Larrousse to Watkins Glen and Kyalami, but this now looks increasingly uncertain.

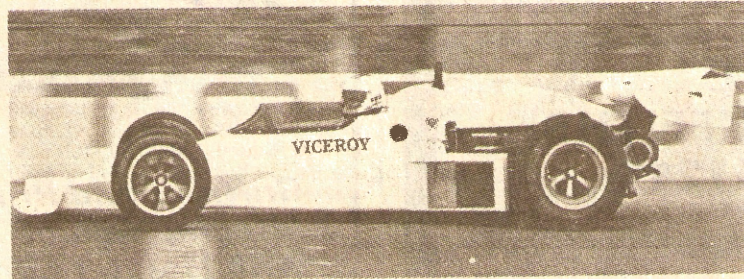
Big USAC future for DFV

An article in last week's *Daily Express* reports that following this year's race at the Indianapolis 500, the USAC officials are proposing to introduce even further restrictions on the current USAC machines in order to curb speeds. They reckon that the spectators won't mind a reduction in speeds. Others aren't so sure. The new moves, it seems, are to restrict the 40 gallon capacity even further and that the current 1.8 mpg would be increased to 2.4 mpg. That would mean one huge drop in speed unless... the Offenhuser turbo, or

Foyt/Ford V8 makes way for the more economical Ford Cosworth DFV which, in turbocharged form, the Vel's Parnelli have been trying out in Indy qualifying. The engine, which has proved very powerful in USAC trim, is reckoned to give around five mpg.

The *Daily Express* reporter even went to the extent of finding out from Dan Gurney and Bobby Unser, the winning combo of this year's Indy classic, that they would be very much in favour of running a Cosworth rather than an Offy.

The new Cosworth DFV turbo powered Vel's Parnelli USAC car which Al Unser and Mario Andretti tried in practice for this year's Indy 500.



BMW plan F1 effort

There have been many stories surrounding BMW and their possible entry into Grand Prix's racing. However, little by little, more information seeps out from within the monolithic confines of their Munich emporium.

The BMW motor racing operation is split into two divisions. One is the young, go-ahead motorsport division which is run by Jochen Neerspach and the other is the Establishment.

Recently it looks as if both

parties are slowly being drawn together to embark on a serious Grand Prix project.

The Motorsport division propose to produce a suitable chassis, although at this stage, it is only being talked about.

The engine would come from Paul Rosche's experimental department, which is aside from the Motorsport division. A simple 8 cylinder design seems to be the way BMW will go, although not necessarily of a vee configuration. Now we wait.

Roos wins once again

He did it again. That controversial American-domiciled Swede Bertil Roos scored his second Canadian Player's Atlantic win in a week, when he won the last round in the works Schweppes/Ecurie Canada March 75B at Westwood, Vancouver last weekend. Roos led away from the start, spent a brief period midway through the race behind Bill Brack and then moved in front again to win by 2.7s.

Pole was taken by Bobby Rahal's Lola T360, this young newcomer obviously being a guy to watch. Rahal did 1m 3.02s with Roos alongside on 1m 3.15s and then came Brack's Chevron (1m 3.25s), Elliot Forbes-Robinson's *Penthouse* Lola T360 (1m 3.41s) and Tom Klausler's similar car (1m 3.49s). Also well up was Marty Loft in Jon Woodner's March 75B in seventh place, while John Nicholson's Tui was 11th. The fastest 25 cars were all covered by 2.1s.

Prior to the main race, there was a consolation qualifier for all those who didn't make the main grid; the first five home would be allowed to join the main race however.

Having had dramas in reaching the circuit with their two new Lolas, both Dave Walker and Robert Joubert started from the back of the grid in this race having only been able to make the final practice. While Joubert fell off, Walker came through to lead. However, with just a couple of laps to go, he picked up a puncture and he finished on the bare rim in seventh place. However, the organisers allowed him to run in the final. He made good initial progress before trying to pass a slower car and damaging his bodywork. He eventually retired.

The main race was dominated by Roos, Brack, Rahal, Forbes-Robinson and Klausler. They ran nose to tail for the first 30 laps before Rahal began to lose his brake fluid and he eventually dropped to sixth behind Gilles Villeneuve's March.75B at the end of 57 laps.

Brack pressurised Roos and led for five laps before the March forced its way to the front again, Brack complaining during the final laps that the handling deteriorated as his fuel load lightened. Anyway he was almost 12s clear of Klausler at the flag with the *Penthouse* machine a few lengths behind.

During his impressive drive Roos broke his own lap record by 0.4s, set up last year in a Chevron. Both Roos, Brack and Klausler now easily head the points standings.

● Guy Edwards has got another sponsor for his 2-litre sports car. It's Findlater's Scotch Whisky. They join CI Caravans an Edwards' Lola T390 when it makes its second appearance at Brands on June 22.

● Rolf Stommelen continues to make progress following his Spanish GP shunt. His new deadline for a return to racing is now planned for, quite naturally, the German Grand Prix in August.

● Wait for it sports car enthusiasts. The Mugello 2-litre round of the European Championship scheduled for this weekend has been cancelled. Thus the first round will be at Brands Hatch on June 22.

Tasman is finished

Joint New Zealand and Australian sponsorship of the Tasman Championship series for Formula 5000 cars has come to an end after 12 years. However, both countries propose to hold four F5000 races each early next year.

The Tasman Cup, which is for an inter-Dominion series of races, will go into cold storage. However, most entrants, competitors and followers of this well established series will, no doubt, still regard the two sets of races as a single entity and almost certainly there will be a well-publicised "unofficial scoreboard."

The decision to end the Tasman connection was announced by John Keefe, chief executive officer of the Confederation of Australian Motor Sport, following a meeting of Australian promoters in Melbourne recently. "Whether the races are going to be called the Tasman series is immaterial. The important thing is that eight races will be run in January and February as normal," said Mr Keefe.

CAMS had applied for races on February 1, 8, 15 and 22. But apparently provision has been made for an alteration in these dates, as the New Zealand promoters decided to start their four-race series a week later than usual in 1976. On this basis, the first Australian race would clash with the final New Zealand race.

It now remains to be seen whether the Australian series will start a week or a fortnight after the end of the New Zealand series. Promoters entrants and competitor's favoured the fortnight when a post mortem on the 1975 series was held in Melbourne following the last round at Sandown Park in February.

While there have been no official statements from sponsors, it seems probable that the four New Zealand

races will be sponsored as usual by the Peter Stuyvesant Tobacco Company — a member of the Rothmans group — and the Australian series by Rothmans. It is understood that one of the main reasons for the "split" relates to differences in marketing approaches, rather than a strong desire on the part of race promoters in both countries to make the break.

The fact that each country will now be staging its own international series of races leaves the way open for some changes in the regulations as far as the Tasman Formula itself is concerned. New Zealand promoters are considering introducing some variations which would bring Formula One and possibly Formula 2 cars into their race fields, as well as the Cosworth V6, along with F5000 cars. In fact it is almost certain that the rules will be changed in New Zealand to enable this. Whether the Australians will liberalise their regulations also remains to be seen.

Traditionally Ron Frost, president of the Motorsport Association New Zealand, and chief executive of New Zealand International Grand Prix Inc, has acted as negotiator-recruiting officer for promoters in both countries and, indeed he is already in Europe on such a mission for the New Zealand promoters. Whether he will be given a brief to act on the behalf of the Australian promoters remains a matter for conjecture. But it is understood that David Harding, the man who runs Surfers' Paradise and Adelaide Raceway, will be visiting North America and he and Frost will compare notes before they enter into any commitments. In the ultimate it appears probable that the approach to possible entrants will remain a joint one. Certainly individual approaches could not be calculated to attract much interest outside the Antipodes.

Rosberg wins a close one

On the Nurburgring agenda last Sunday was another GTX Formula Super Vee qualifier. This time there was a large English contingent of which the quickest, because of his vast Ring experience, was John Morrison.

The race itself was a really close fought thrash with four cars involved in a cut and thrust fight all the way to the flag. Even by taking a gamble and choosing a run without any aerodynamic aids, Keijo Rosberg returned to the winner's rostrum once more in his Modes Kaimann, after pipping Mikko Kozarowitzky's ATS Lola to the line by a scant 0.7s.

Practice had seen everyone improve drastically on their earlier times set at the F2 meeting about a month ago. Pole was initially given to Peter Scharmann's Toj-Modus at 8m 14.7s, but there was much drama on the grid and many drivers were on the verge of resorting to other means to get the point across. Eventually the organisers reissued Scharmann with a time some 10s slower. This made him seventh fastest behind Rosberg (8m 16.5s), Manfred Trint (8m 19.6s) and then Kozarowitzky, Miki Arpiainen, Kenneth Persson and Helmut Bross. Britain's John Morrison was 11th fastest in his Supernova after spend-

ing most of practice setting his car up.

The race was run over six laps — the longest ever race for SuperVees in Europe. Immediately Rosberg pulled into an early lead with his wingless Kaimann and he tried desperately to get away but Kozarowitzky, Arpiainen and Bross hung on. Trint didn't start, having written his ATS Lola off in practice.

Behind this leading quartet, Scharmann and Eje Elgh were involved in a dice. They were joined, and then passed, by Morrison before Elgh eventually crashed. A retirement at this point was Persson's works Kaimann.

Up front the lead kept swapping about but on the final run in, Rosberg held off his fellow Finns by a few cars' lengths with Bross tucked in behind. Kozarowitzky at least had the consolation of a new lap record at a scintillating 8m 9.9s.

Fifth should have been Morrison but his car failed to pick up the last dregs of petrol and Scharmann and Jochen Engel (ATS Lola) nipped through.

Of the English contingent, Mike Young brought his Wallspan Modus home an encouraging 12th, while Bruce Venn and Ron Grant were 24th and 25th respectively and Mike Tobitt was 31st.



Ian Scheckter and his victorious Tyrrell 007.

Scheckter once again

Another round of the South African Formula 1 championship took place last Saturday at the Kyalami circuit in Johannesburg. Once again it provided a clear cut win for Ian Scheckter, who took his Lexington Tyrrell 007 to its third win and further increased his lead in this year's SA series. A distant second was his arch-rival Dave Charlton in the Lucky Strike McLaren M23.

Scheckter began his domination of the meeting during Thursday's unofficial practice by recording an impressive 1m 17.2s. It would be interesting to compare his times to that of his younger brother, Jody, during the Grand Prix earlier this year. The following day Ian went even quicker, posting a rapid 1m 16.8s which was equal to Patrick Depailler's best at the GP and it would have put him on the third row for that race. A more sedate 1m 17.9s during the final official session, still saw him on pole however.

Charlton, after an earlier 1m 18.8s improved by a further 0.6s to end up just behind the Tyrrell. The two ex-works Lotuses of Eddie Keizan

and Guy Tunmer had a variety of problems, one of which was a tyre blow out which gave Tunmer a very hairy moment at the notorious Barbeque Bend. It cut short his practice and hopes of him improving on his earlier, unofficial, 1m 18.0s were dashed.

Scheckter leapt away at the start of the 32 lap race and pulled away at around 1s per lap. Charlton had taken a gamble of running on too hard a compound of tyre and towards the end, he was heavily pressed by Tunmer. The Lotus, in fact, passed the McLaren on the penultimate lap, but because a pin had fallen out of a wing stay, he had too much downforce on the long straight and Charlton got by again. Fourth, and a lap down, was Mike Domingo (Brabham BT33) ahead of Tony Martin's F2 Chevron B27, who was involved in his customary dice with the similar car of Roy Klomfass. The former FF ace only lasted 11 laps before the crankshaft broke. Another retirement was Keizan, who lost the battery and then had a flat tyre.

Mazda out Niki's quick

Unless alternative sponsorship can be found, it seems that Mazda's programme in the RAC/Southern Organs British Touring Car championship is at an end. This move has been chiefly precipitated by the liquidation of Piranha Ignition, the company who were to back both Mazda and the "works" Triumph Dolomite Sprint team. But Japanese Airlines have also been told to restrict their involvement.

Mazda have received none of their money from Piranha, and to continue, they would have had to have won the last round at Silverstone. Their various problems over the Bank Holiday now mean that the entertainingly driven Mazda of Barrie Williams will not now be seen on the tracks again unless some additional backing can be found. It is known that Williams has a few tricks up his sleeve, but it remains to be seen whether his plans can be put into operation.

● Laurie Hands, well known competition manager of Champion, was recently elected to succeed Lofty England as President of the British Racing Mechanics Club.

No sooner had the dust settled after the Belgian Grand Prix than most of the leading teams were loading up their transporters and trucking on over to Zandvoort where Goodyear were to conduct a convenient tyre testing day around the Dutch circuit in preparation for the forthcoming Grand Prix.

Once again it was the Ferraris who were quickest with Niki Lauda just breaking the 80s barrier, recording 1m 19.9s. Next up, albeit almost a second slower on 1m 20.8s was team-mate Clay Regazzoni. Jean-Pierre Jarier led the Ford challenge in the UOP Shadow just 0.1s slower. Then came Carlos Pace (1m 21.3s), Emerson Fittipaldi (1m 21.3s), Tom Pryce, Jody Scheckter and Patrick Depailler (1m 21.4s), Carlos Reutemann (1m 21.5s) and John Watson (1m 21.9s).

● More food for thought concerning the future of Ronnie Peterson. It follows our Embassy Shadow gossip mongering last week. We hear that Don Nichols, of the UOP Shadow team would love to put Ronnie in a Matra-powered Shadow for 1976 with UOP and Embassy sharing the bill.

Grand Prix F3 money

If anyone's lucky enough to claim pole position and win the Formula 3 race supporting this year's John Player Grand Prix of Britain on July 19, they will collect a useful £620. That's the top whack in the £2,500 prize fund which has been donated to this BP round by the Formula 1 Constructors' Association.

Prize monies will be paid for the first ten in qualifying and the first ten in the race itself. The qualifying

scale reads £120, £90, £80, £70, £60, £50, £40, £30, £20 and £10 for the top ten, while the race reads £500, £350, £200, £175, £150, £125, £100, £90, £80 and £70.

The race will be held over 20 laps of the Grand Prix circuit.

Many F3 competitors are happy at this generous amount of money being offered but would like to see this purse standardised for every international championship race.

Schickentanz GT success

Supporting the Coupe de L'Avenir at the Osterreiching a fortnight ago was the second round of this year's poorly supported European GT Championship. It provided an easy win for the Tebernum Porsche Carrera of Clemens Schickentanz, who gradually eased away from Dieter Quester's hired Kremer Carrera winning by 6s.

There was a big dice for third place between the similar Carreras of Claude Ballot-Lena, Hartwig Bertrams, pole man Claude Haldi and the Loos cars of John Fitzpatrick and Toine Hezemans. The latter pairing were handicapped while trying out some new Goodyear tyres and they eventually stopped.

Only 12 cars started the race and 11 of these were Carreras, the other being Carlo Facetti's Marlboro Lancia Stratos, which retired early on with mechanical problems.

Hockenheim F2 again

Although he could possibly have risked not going to Hockenheim this weekend and driven in the Swedish Grand Prix, Frenchman Jacques Laffite has decided to forsake F1 for F2 in a bid to try and put this year's European F2 Championship almost out of reach from his nearest pursuers. A win at the German circuit on Sunday for the Elf Martini would virtually settle it.

His nearest challenge it seems will come from the two Elf Switzerland Elfs of Jean-Pierre Jabouille and Gerard Larrousse, the latter at last having his new car. He won the last race here, although that was in the elderly Alpine. Trying hard, as ever, will be the works Marches of Patrick Tambay and Michel Leclere. They will be joined on this occasion by German ace Hans Stuck for another one of his all too rare F2 outings.

The British challenge will once again be in the hands of Brian Henton's Ford powered March but David Purley will be making a comeback to F2 driving Masami Kuwashima's March 752.

The rest of the entry will be made up of the usual intercontinental nomadic F2 circus.

● The American F5000 Constructors Association are due to elect their board at the next F5000 round at Mosport in just over a week's time.

Tui doubt

It looks as if Alan McCall's foray into the Canadian Formula Atlantic series with his pair of self-designed TuIs is close to the end. That was the feeling after last Sunday's round at Westwood where the reigning British Atlantic champion, John Nicholson, could only qualify and run a distant 11th in the race. Nicholson was known to be thinking of looking elsewhere for a drive but the signs are the New Zealander will drive McCall's car again at Gimli. McCall has taken both cars back to Detroit to modify them in order to try and make them a little more competitive. The firm is very low on finances and both Nicholson and Brett Lunger are wondering which way their Canadian Atlantic venture will go from the next round onwards.

Second win for Holbert

Last Sunday, the Mid-Ohio race circuit played host to another round in the American IMSA Camel GT series. For the second week running it was Al Holbert and his Porsche Carrera who took the winner's laurels during the 100-mile final.

Holbert, in fact, had qualified alongside pole man Peter Gregg (Brumos Carrera) but the reigning IMSA champion was destined to retire. Third and fourth places on the grid were occupied by Hurley Haywood (Porsche Carrera) and Hans Stuck's BMW CSL, the latter destined to retire as well.

Following Holbert home in second place was the second works BMW CSL driven by Sam Posey. Third was Haywood followed by Warren Agor's Chevrolet Monza and Bob Hagerstaad's Carrera.

F1 van Lennep

It looks as if Gijs van Lennep will be returning to the Grand Prix scene this coming weekend at Anderstorp when the Dutchman is expected to drive the HB Bewaking F1 Ensign in place of the injured Roelof Wunderink. Van Lennep's last appearance in F1 was last year in the Frank Williams team at Zandvoort.

Wunderink, following his nasty crash in a Zandvoort F5000 practice session the other week, is expected to be released from hospital this week. He's been ordered to rest following heavy concussion but should be fit to test the new car when it's ready in the next few weeks.

Britannica 2000 entries

The Britannica 2000 race, scheduled for Brands Hatch on June 22, took on new significance this week when, following the cancellation of Mugello, it assumed the status of championship opener for the 2-litre sports car brigade.

The BARC have, so far, received more than 25 entries with a number of leading Europeans still to come. However, the entry already contains some formidable names from this category: Guy Edwards (Lola), John Lepp (March) and Reine Wisell (Cheetah) and Ian Grob (Chevron) have all done remarkably well in long distance events this year and should revel at this chance to have a race of their own.

The race will be a two 40 lap, 200 mile, £12,000 event and the only major sports car race in this country this year.

Sunday GP

After many years of being the only country in Europe to hold our Grand Prix on a Saturday, a meeting of the RAC Motor Sport Council decided last week to relax the ruling.

The relaxation, however will not affect this year's John Player Grand Prix which will take place as scheduled on Saturday July 19 at Silverstone. The one proviso on the new regulation is that there will be no practising or racing whatsoever on the Sunday morning.

The reason behind the change of policy was that the organisers are finding it increasingly difficult to get marshals who can find ways and means of taking Thursday, Friday and Saturday away from their work. Incidentally, there will be some 832 marshals on duty at Silverstone this year.

John Webb, who will have the first opportunity of running the GP on a Sunday when it moves to Brands next year, said of the decision: "I am delighted, it means that more people will be able to see practice on Saturday."

The new ruling is not compulsory it is entirely up to the individual circuits.

● The Belgian VDS F5000 team have informed us that last week's story in *Pit and Paddock* regarding the take over of Louis Morand's engine preparation business was untrue. We apologise if we have caused any embarrassment between the two parties.

Surtees' problems

The following press release arrived in our office last Wednesday: "In order to clarify Team Surtees' situation, and answer the many requests and queries which are continually being received, we would advise as follows:

"After a 1974 season seriously disrupted by non-payment after April 1974 of sponsorship fees called for in a contract with Messrs. Bang & Olufsen NV, for which Court proceedings for recovery are pending, the Team was placed in the unenviable position of having to severely curtail its design, construction and race programmes. The investment in new equipment, premises and personnel which had taken place in reliance on the Bang & Olufsen NV contract, had to be reviewed and the Team has now moved into smaller and more compact premises with less personnel.

"The Formula 2 programme was abandoned, although technical matters are still closely followed and it is hoped that the Team's cars will appear again in the hands of a private Team.

"The Team has been grateful for the continued support of Matchbox, but is vigorously engaged in attempting to obtain further sponsorship to allow it to continue in Formula 1.

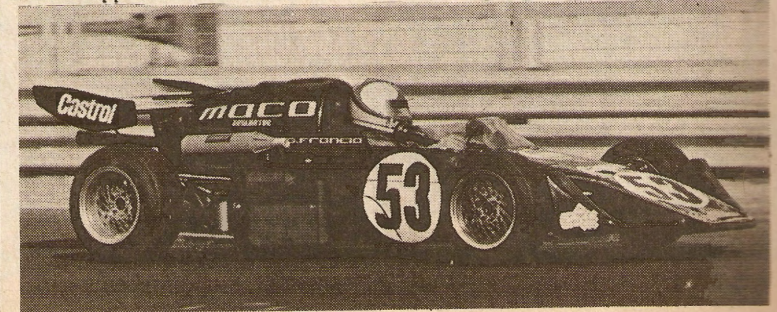
"In view of the aforementioned problems, all production, except of team race cars, was ceased and it is not considered that the Team will produce cars other than to special order until such time as the present legal conflicts have been resolved."

It is a great pity Surtees has been forced into this dire position, which seriously threatens the future of the team. His partnership this season with John Watson with just a single car was just beginning to pay dividends with excellent placings in non-championship races and strong grid and race placings during Grands Prix.

Freddy in F2

Reports from the Nurburgring last weekend said that Freddy Kottulinsky, the fiery Swede who won the F3 race, is about to embark on an F2 programme with support from the Fritz Lochmann Racing team who are based in Munich. Kottulinsky has been trying to get into F2 for some time now. The car mentioned in connection with his proposed drive is an F2 version of Ron Tauranac's Ralt.

Reigning European Polifac F3 champion, Italian Giorgio Francia, made another appearance last weekend at the Nurburgring in the attractive Maco.



Niki's three in a row?

Can Niki Lauda and Ferrari make it three Grand Prix wins in a row this coming weekend in Sweden? Not since 1973, when Jackie Stewart won the Monaco, Belgian and Dutch GPs has anyone managed to score a hat-trick, such is the competitive nature of the world's premier formula.

Lauda now heads the championship table and we wonder whether he'll still be there by Sunday evening. If you've happened to read the excellent article on him in last weekend's *Sunday Times*, you'll see that he's changed his attitude since last year. He more or less maintains that he'll retain his cool while under pressure and it's now that the pressure will begin to grow.

As in the past two years, the venue for the Swedish GP is at Anderstorp, a circuit with a clinical approach to corners. They are all of the same constant radius throughout. If you are able to set your car up to enter and exit one corner particularly well, then you're pretty well destined to feature well up on the grid. The Ferraris of Lauda and team-mate Clay Regazzoni ran hard last year but they were eclipsed by the Tyrrells of Jody Scheckter and Patrick Depailler. It suited the Elf cars particularly well last year. That's not to say it can't happen again.

McLarens too have run well there and that could mean good runs for both Emerson Fittipaldi and Jochen Mass in the Texaco-Marlboro M23s. Fittipaldi has now won 13 GPs in his short career, just one short of Graham Hill. His chances are always high of equalling it, at any race meeting.

When it comes to finishing in the points during today's GPs, it is usually Ferrari, McLaren, Tyrrell and Brabham who occupy the coveted slots. The Martini-Brabham team is having an excellent season so far, even if Carlos Reutemann has shown a half-hearted attitude of late. His drive in the Belgian GP brought him back to form which, with team-mate Carlos Pace doing, so well, had to happen. At least both, if not one, of them are bound to be front runners.

Lotus fortunes are still at a lowish ebb. They remain the most success-

ful *marque* in Grand Prix racing with 57 GP wins but Ferrari, on 54, are edging closer and could retake the lead before the season's out. However on home ground, Ronnie Peterson will be trying his utmost to make the ageing 72 variant do what it's never done before. One can't really say the same of team-mate Jacky Ickx whose Belgian GP performance was very disappointing.

If Peterson's trying to do well on home ground, then the British Hesketh team is also bound to be making a big effort. Why? Because they are being sponsored for this race by the event's sponsor, Polar Caravans. Teaming up with James Hunt will, once again, be local hero Tortsen Palm. If all goes right, then we wouldn't be surprised to see Palm really fly. Remember Karlskoga? A third Hesketh will be on hand once again for Alan Jones in Custom Made/Rob Walker Racing colours.

March fortunes have taken on a much needed boost with the recent electrifying performance from Vittorio Brambilla. He'll be backed up by Lella Lombardi. Both the UOP Shadows are bound to be quick with Jean-Pierre Jarier and Tom Pryce at the helm while we watch, with anticipation once again, at how Tony Brise will perform in the Embassy Hill. It is expected that Francois Migault will partner him once again.

John Watson runs in the solitary Surtees once again while it looks as if Ian Scheckter will join Arturo Merzario in Frank Williams' team in place of Jacques Laffite who'll be racing F2 elsewhere.

Completing the entry will be single car entries from Vel's Parnelli for Mario Andretti, the Penske for Mark Donohue, Wilson Fittipaldi's Copersucar, Bob Evans' Stanley-BRM and possibly Gijs van Lennep in the HP Ensign. There may also be an appearance of the Japanese Maki with Dave Walker at the wheel.

The race will be over 80 laps (321.44 kms) at starts at 1.30 pm. There will be 26 starters. BBC will no doubt carry out their usual pre-race programmes on BBC Radio 2s Saturday Sport, while the race summary can be heard on Ed Stewart's Sunday Sport, Radio 1, at 7 pm.

Racing this weekend

SILVERSTONE

The BARC (North Thames) move into Silverstone this weekend with a packed seven-race championship programme. Over 220 entries have been accepted for what promises to be an excellent day's racing.

A number of lap records are threatened if the conditions are right, none more so than the Clubmen's Supersports. Geoff Friswell is currently shaving off whole seconds from records all over the country and Frank Sytner's Whitsun time must be in danger. Round the clock work will see Noel Stanbury back at the wheel of his Gryphon to challenge Friswell's supremacy.

Gerry Marshall, Tony Lanfranchi, David Howes and Jock Robertson are among the many entries in the Britax G1 event. Saloon enthusiasts are also catered for in the Forward Trust Special saloon race which may see Ian Richardson's Corvair smash the outright saloon record.

Single seater fans will have two BAF FF and one SuperVee championship races to see some real hairy slipstreaming driving.

Racing starts at 3 pm.

BRANDS HATCH

Not unnaturally a round of the Simoniz Special Saloon championship heads the bill at the Sevenoaks DMC run Simoniz Championship meeting at Brands Hatch on Sunday. Nick Whiting will surely continue to show good form here while support against Tony Sugden's challenge will come from teammate Divina Galica. The leading Minis of Peter Baldwin, Tony Westbrook, Terry Harmer, Micki Chittenden, John Schneider and David Enderby will be looking for various class wins in face of opposition from Sue Tucker Peake's Escort and the Imps of Bill McGovern and Ray Calcutt.

National Organs FF contenders will take leave of their senses once more for another desperate points bid while variety comes in the form of races for Formula Vees, Historic sports cars and Monopostos.

Racing starts at 2 pm.

CROFT

Croft is the scene this Sunday of the combined *Penthouse Escort*, Elf Renault 5 standard car road show. Leaving a trail of controversy and destruction behind them wherever they go they'll be laying it on the usually serene Croft scene. Among the Escorters will be Tony Dron, Mike Freeman, Nick Weir and Gordons Bruce and Rigby. Renault jockeys include Mick Hill, Neil McGrath, Keith Collier and David Hedges.

Providing the usual entertainment will be contenders in the local championships for Prodsports, Formula Fords Saloons, Clubmen's and Libre cars.

Organisation is in the hands of the BRSCC (Northern) and racing starts at 2.45 pm.

SNETTERTON

Classic saloons will add some nice variety to the Romford Enthusiasts CC meeting at Snetterton on Sunday. East Anglian fans will be able to indulge in nostalgia as Jaguar Mk 7s and 8s, Austin A35s, MGs, Lancias and so on find their way around.

Another interesting "golden oldie" race will be for Formula Juniors which has some interesting cars entered.

Other races cater for Mini Se7ens, Formula 1300, Mini Miglia and MG T-Register cars with all the usual contenders entered.

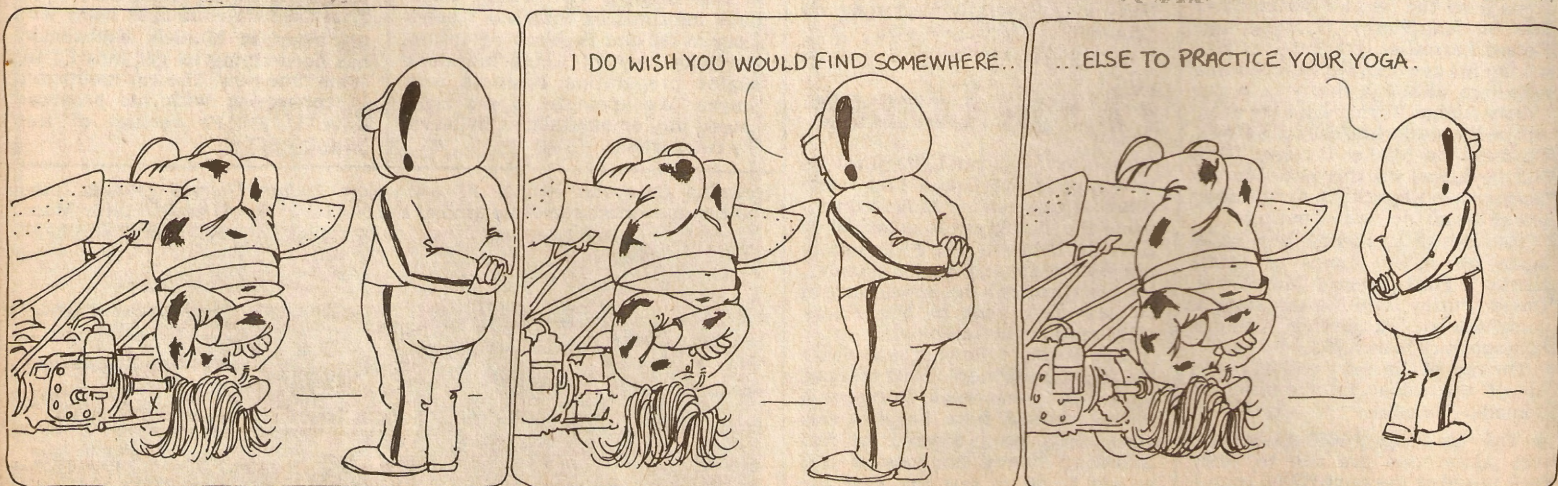
Racing starts at 2 pm.

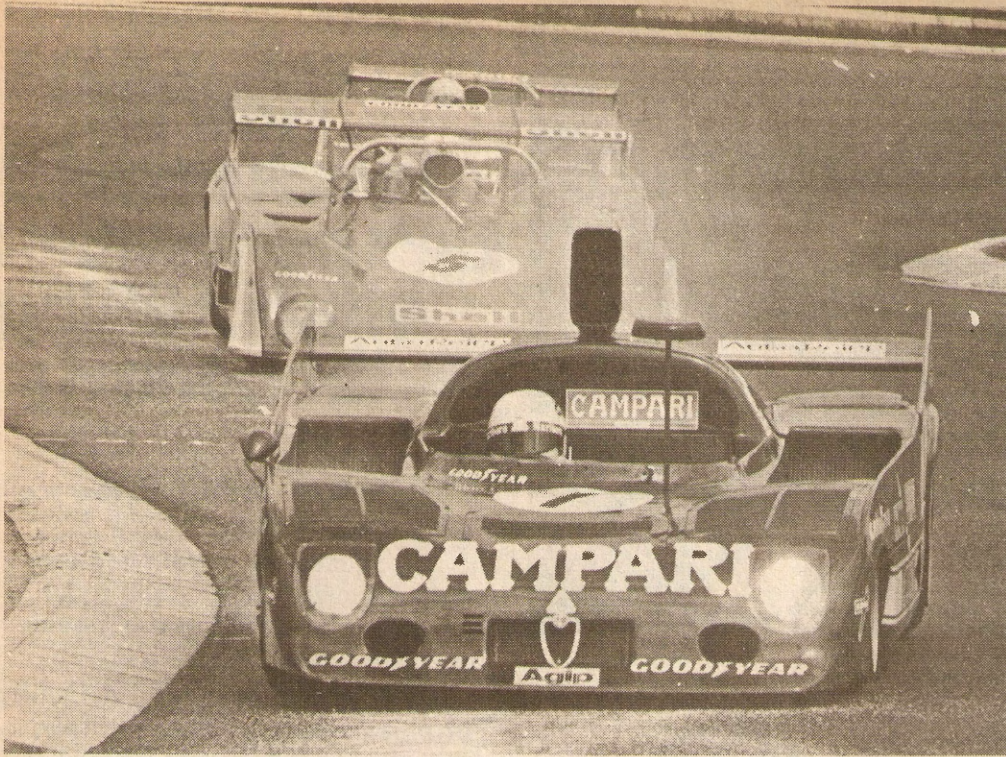
● Supporting the Swedish Grand Prix is another round of the BP Super Visco F3 series. Due to some financial problems, not all of the regular British runners are going to be able to get across for the race. However, the works March team are going so as to allow Gunnar Nilsson to defend his series lead, backed up by Alex Ribeiro. Patrick Neve will also be on hand with the superb little Safir, while Stephen South (Ray) and Graham Hamilton (Esosse March) are the only British runners. The works Modus team is also going with their regular cars for Danny Sullivan and Fritz Stehlin but neither of the Perkins brothers are able to make the journey with their Ralts.

Ranged against the British-based contingent will be Conny Anderson's Rotel March and the regular, Swedish circus.

CATCHPOLE

By Barry Foley





Merzario's winning Alfa heads the two Gelo Mirages of Watson and Schenken.

NURBURGRING 1000 KMS

Alfa at Alpine's expense

Story and Photos by JEFF HUTCHINSON

In what amounted to be the best long distance sports car race of the year, both in numbers and close racing, it was Alfa-Romeo's thrice-winning due of Jacques Laffite/Arturo Merzario who stole the honours at the Nurburgring 1000 kms, finishing just 30 seconds ahead of the Gelo Racing Mirage of Howden Ganley/Tim Schenken.

"Stole" is perhaps the operative word. It was the Alpine-Renault which was quickest in practice, dominated the first half of the race, set fastest lap of the race, but eventually finished a distant fourth. Gerard Larrousse/Jean-Pierre Jabouille were 'cheated' out of their rightful win by a few pounds of air that was escaping from a cracked turbo supply pipe and not reaching the engine. The addition of a new, more compact, 'high revving' turbo unit saw the Alpine-Renault potentially unbeatable were it not for this problem.

The winning Alfa was the only one to finish without problems, Jody Scheckter/Jochen Mass looking as though they would claim victory until a brake problem delayed them for two laps, while the other car of Henri Pescarolo/Derek Bell crashed on the first lap while giving chase to the Alpine on a damp track.

Third overall went to the Herbert Muller/Leo Kinnunen turbo Porsche ahead of the ailing Alpine, while the 2-litre class and seventh overall went to the British pairing Dave Morgan/John Lepp in a works March-Hart 75S.

ENTRY AND PRACTICE

From one extreme to the other is about the best way to describe the difference between the Enna round of the World Championship of Makes and round seven held at Germany's famous Nurburgring. Two more opposite races would be harder to find: the opposite end of Europe, the opposite weather, the opposite kind of circuit and, most important of all, the opposite kind of entry. But for the weather, all of them were for the better.

From the sparse 18 or so arrivals in Sicily we were greeted to a "Faherlager" overflowing with no less than 71 would-be contenders in Sunday's Nurburgring 1000 kms, or to be more precise 44 laps of what must now be one of the most difficult and longest circuits left in present-day international racing.

Of those 71 cars only 54 were eventually to complete the necessary laps or minimum qualification time to enable them to race. The official practice sessions were limited to just five hours in total, three hours on Friday and two more on Saturday. Tragically the last of those 54 cars to qualify for the race, the private BMW 2002 of Karl Richter and Walter Czadek, suffered a mechanical failure at the back end which threw the car several times into the guard-rail while travelling at maximum speed along the main straight. Its driver at the time, Czadek, suffered a broken arm and leg, but more serious further internal injuries thought to have been brought about by incorrectly fitted seat belts, and he died shortly after. It tended to shatter the "jolly" atmosphere always conjured up by the huge and mixed entry which is always a feature of this race, several of the cars never appearing at any other race in the year

other than this one. To the sports car enthusiast, the "Ring" is a tradition and a challenge like Indy, only like in the American classic we are sometimes faced with the harsh reality that the "game" is a deadly one, here perhaps more than anywhere.

But that's what makes climbing mountains, deep sea diving and a hundred other things fun to do and why in particular the challenge of the "Ring" is something special, to every driver, irrespective of his car, forever striving to break his own personal best and the best of others in similar equipment.

For once, there were enough 3-litre prototype runners to have made quite an interesting race without any supporting cast, some appearing for the first time and others making a return.

Of these, the leading roles were again taken by the only two "works" teams of this year's series, the Alpine Renault 2-litre turbocharged car and the Willi Kauhsen-run Alfa Romeo T33TTs, of which there were no less than three entered for his "home" race. Both teams had arrived earlier in the week for private testing, an advantage that was soon to show over their opposition.

After official practice was over it was the Alpine-Renault, which had been quickest in private testing, which looked a firm favourite for victory in the race. Its two usual drivers, Gerard Larrousse/Jean-Pierre Jabouille, had claimed pole position with a best time of 7m 12.1s during the first day, Larrousse setting the time although "I slowed down a little because I felt a vibration at the back which I thought might be from the gearbox and I was afraid it would blow up," he said. In fact, it was no more than a vibrating loose panel when the car was checked out later, "otherwise I think we could be easily down to 7m 7s," he added. In other words he thought he could

better his own personal best-ever lap time of 7m 10s in the Matra and perhaps the fastest-ever 3-litre prototype timed lap of 7m 7s, set by Jean-Pierre Jarier the previous year. (Jarier also held the fastest race lap of 7m 15.9s.)

Things were definitely looking good for a second win by the Alpine men, their regular car having benefited from an improved turbo unit fitted to the race car. Jabouille, who spent most of the first day lapping the old 2-litre chassis car, explained what the new turbo meant in real terms. "With the same gears in the other car, which has the old-type turbo fitted, I can pull 10,500 rpm instead of 9,800 rpm and the power now comes in at 6,500 rpm instead of 8,000."

Quite some improvement, which, if the times between the new car and old car around the 'Ring are anything to go by, amounted to a difference of 14 seconds a lap. Even accounting for the older car being less competitive than the newer one, the gap would not have been that great.

Any problems they may have had were obviously all sorted out well before the public arrived, for practice ran like a mere formality, the only non-scheduled happening being on Saturday when Larrousse, trying for an even faster lap than his first day, spun and clipped the barrier at North Curve behind the pits. Damage was limited to no more than a crumpled corner on the tail section, but that put paid to his quicker lap.

Track conditions were generally better for a faster time on Saturday, but the "traffic" was not, so that, like Alpine, few of their main opponents failed to improve their Friday times, although even if they had, they were so far from catching the whistling turbo it would not have been worth the effort.

The Alfa Romeos took the next three places on the grid, the usual driver pairings of Derek Bell/Henri Pescarolo and Jacques Laffite/Arturo Merzario being joined by Enna winner Jochen Mass and none other than Jody Scheckter. This third car was run for the benefit of Willi Kauhsen's Redlefsen sausage backers and, unlike the usual wine-red Alfa colour, this car was painted an unfamiliar red/white and blue colour scheme.

Like the Alpine team, things seem to run smoothly with all three Alfas, but for the fact that they were nowhere near the Alpine's times.

Quickest of the Alfas was the Bell/Pescarolo car, Pescarolo setting a 7m 26.0s, although he was not quite happy with shock absorber settings when he set the time the first day. Bell had spent the pre-race testing days driving the new car with the rear mounted gearbox as practised at Enna, but although he was quickest in this car it was not practical to race it because of a lack of spares.

Second quickest Alfa was the "Redlefsen" car, one of the few to improve on the second day. Jody Scheckter managed to get in a couple of fast laps right at the end of practice to set a 7m 27.1s, bettering the Merzario/Laffite fastest lap of 7m 35.5s.

With the Alpine uncatchable so far ahead nobody seemed too worried about setting any real flyers.

Even if they wanted to, it would have been difficult the second day, for the amount of slow traffic trying to qualify made things almost impossible for the faster cars. John Hine, driving his usual 2-litre Chevron, was one of the most frustrated drivers, failing to get a "free" lap because of slower cars. He summed up the situation by remarking, "There were some cars going so slow I thought they had got in through a hole in the fence."

Behind the Alfas it was Reinhold Joest/Mario Casoni next in their usual Ovoro-backed Porsche 908/3 turbo. They set a best of 7m 38.9s the first day, then planned to do some comparison tests with Michelin tyres the next day, but after three laps an oil seal went in the gearbox and the car was out for the rest of the day. Casoni tried the tyres on the team's second "standard" Porsche 908/3 and declared them little different to the Goodyear tyres, although he chose to stay on Goodyear for the race.

Back again for the first time since Monza, like the Alpine, was the Mirage GR7, or to be more precise two of them, run by German extrovert Georg Loos. Paired in one car was Tim Schenken with his close friend Howden Ganley, making a racing "come-back" at the very circuit which saw him out of racing last year with a broken ankle following his frightening crash in the Maki F1 car. The second car was being handled by John Watson and Tom Pryce, Watson an ex-Gulf-Mirage man, but Pryce having his first introduction to 3-litre sports cars. "After all the pressures of a Grand Prix it's just like a holiday," was Tom's first impression of his new scene. It was hardly

surprising, for most of Friday was spent standing around waiting for the cars to arrive from England, for, like several of the English-based cars, they had delays at the docks trying to board the cross-channel ferries.

The cars just managed the final few minutes of Friday's practice, while on Saturday the brief two hours gave the drivers precious little time to sort them out to their liking. The Pryce/Watson car had even less time when Pryce came to a stop after just one and a half laps with a broken gear linkage. The Mirage "challenge" was backed up with a lot of crossed fingers.

Watson had managed sixth best time with a 7m 41.0s, while Schenken was some five seconds slower in the second car, unhappy about the way it was handling.

Splitting the two Gulf cars on the grid was the second turbo-Porsche of Herbert Muller/Leo Kinnunen, Muller also complaining about the handling of his car which was visibly "evil" to spectators viewing from some of the more exciting country vantage points. His best time of 7m 44.7s was a credit to the courage of Muller's press-on driving style.

Tenth fastest overall and the first 2-litre runner was the new Fisons-backed Chevron-Hart B31 of Martin Raymond/Tony Goodwin and no longer the Lola with which they started the season. His time in the brand new Chevron, 7m 47.5s, was of great credit to him and the car.

An equally good effort, considering the circumstances, was the 7m 51.0s set by Vittorio Brambilla, driving Lola's 1001st car, a brand new Lola T380/HU2 3-litre car which he was sharing with Giorgio Pianta. Also sharing the driving was to have been Lella Lombardi, but the car did not arrive until late Friday and with the time available and all the other problems to sort out, it left no time to sort out the additional problems caused with the seating arrangements by having a lady share with the men.

By the end of Saturday's practice Vittorio was not really able to comment on the handling, for he had been too busy trying to sort out all the other new car problems to notice much about it. Gently, gently was the order of the day with a car that really needed a week's sorting before coming to a race like this.

Next quickest car was the second of the 2-litre runners, the John Lepp/David Morgan March-Hart 75S — another late arrival, but going well by the end of Saturday's practice. A shorter tail section and front "splitter" since the last race seemed to improve the handling according to Lepp, although his number of practice laps were limited because of fuel pressure problems. Despite all this drama, he set a respectable best of 7m 52.7s, although he thought he could go much quicker than this given more time.

With a best of 7m 58.7s came the KVG Chevron-Hart B31 of Hine/Ian Grob which besides "traffic" problems was running well. The team were also trying back-to-back tests between Dunlop and Goodyear tyres, a task which was not exactly very convincing around the 'Ring, but in the end they elected to run Dunlops, "to give them a proper test." They were the last team to break the magic eight-minute barrier.

Next quickest on 8m 4.9s was the ROC Lola-Simca T294 of Fred Stalder/Laurent Ferrier, their car running the Alpine style body shape seen at Dijon for the first time.

Just a fraction slower was the Cheetah G501 of Chuck Graemiger, his car now benefiting from a new Hart engine. Gearbox problems and a mis-fire prevented a decent time the first day while on Saturday its drivers John Burton/Loris Kessel set a respectable best of 8m 5.0s, the car looking very smooth at the Pflanzgarten jump.

Next up came the first of the two Warsteiner beer-backed TOJ SGO3s built by German Jorg Obermoser, his cars powered by BMW engines. Obermoser/Paul Keller set a best of 8m 5.9s, to head the eighth row of the grid. Beside them was the usual Jurgen Barth/Ernst Kraus-driven Porsche 908/3 with a best time of 8m 6.6s.

Richard Scott/Jose Uriate were sharing the Miles Roystone-entered Lola BDG-T294 and set the next quickest time of 8m 8.7s, despite the fact that they managed no practice the first day when the fuel metering unit seized as the engine was started. Just a fraction slower with the same set up was Herve LeGuellec/Manrico Zanuso in Roger Heaven's similar Lola, while joining them just a couple of seconds slower with a best of 8m 12.2s was the Stuart Chubb racing Lola-FVC being driven this weekend by Richard Jones and Rafael Barrion.

Fastest of the huge GT entry came next, John Fitzpatrick once again proving to be the quickest

Carrera man around with his own best-ever time of 8m 15.9s in his usual Loos Racing entry, the first of three Loos Carreras running at this race. Sharing the other two were a total of five drivers, Fitz, Manfred Schurti, Toine Hezemans, Gijs van Lennep and Ford saloon ace Klaus Ludwig.

Just a bit slower than Fitz and placed 24th on the grid was the first of the G2 cars to qualify, the BMW-Faultz-Alpina 3.5 CSL of Alain Peltier/Sigi Muller. Driving heroically Peltier set a best of 8m 22.1s, while his team-mate Harald Grohs, driving a similar car, tried the same style and totally demolished the car in a horrifying accident at Hohe Acht. Fortunately he was unhurt.

Of the non-qualifiers, the Rawlson-FVC of Ivor Goodwin with co-driver Manuel Larama was out of the running on the first lap of practice when the front suspension broke at the first corner. Trevor Twaites went home disappointed after the Chevron B23 he was to have been sharing with Jorg Zaborowski caught fire and was extensively burned at the back end during the opening minutes of practice.

RACE

The cold, unpleasant weather of the first two days took a dramatic turn for the worse, when, shortly before the start, the sky darkened and, to show how cold it was, it started to hail slightly.

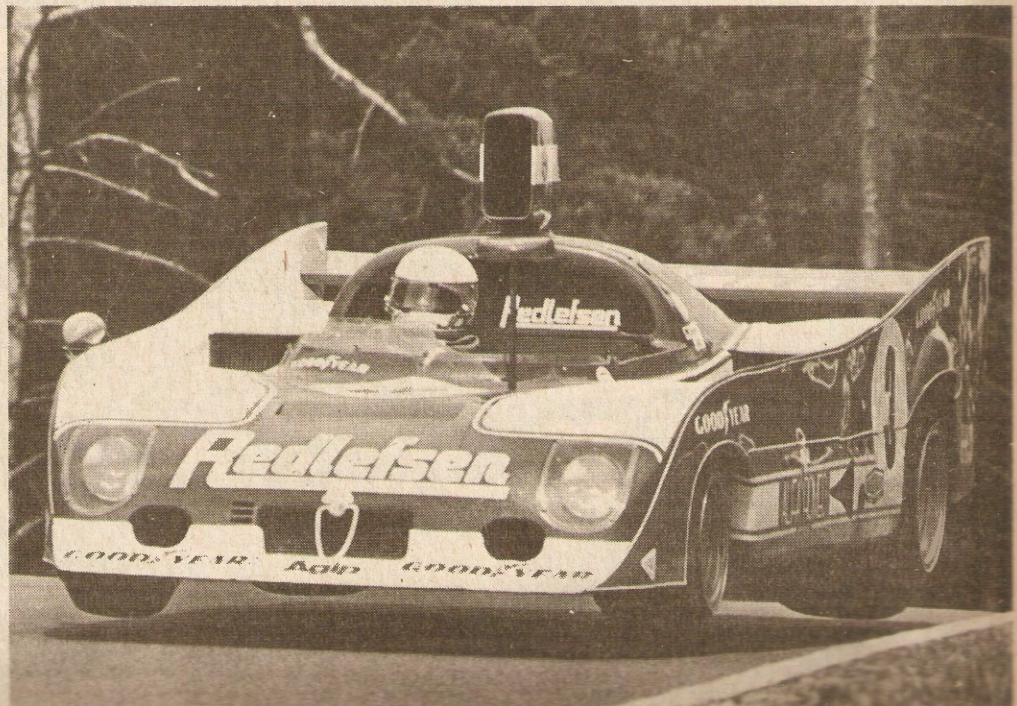
Patches of blue sky and sun interspersed the rain showers and it was one of those predictably unpredictable Nurburgring days. Most of the cars decided to start on slicks, the pit area being dry although reports were coming of a wet track on others parts of the circuit. As the massive field rolled around the South Loop for the Indy start, all the main runners seemed to be where they ought to have been and as the flag dropped the field made a clean start.

Larrousse was first in to South Curve followed closely by Pescarolo, with Merzario next from Watson, Mass and Schenken, the rest of the huge 59 car field, (for as usual some of the non qualifiers had somehow found their way on to the grid!) all funnelling into and around the 180 degree bend amazingly without incident.

The usual eerie silence descended over the pit area as the last of the cars headed off into the forbidding Eifel forests with the weather conditions literally making every metre of the 22.8 kilometre track an unknown quantity.

As Larrousse pressed on it was only Pescarolo who took up the challenge and gave pursuit, but it was to be his downfall. As the two cars sped into the fast triple apex corner leading down to Adenau Bridge the following group were not even showing in Pesca's mirrors. Pescarolo best explains the rest. "I was pushing Gerard as hard as I could hoping that he would make a mistake, but instead it was me. Gerard was about 50 metres ahead and went around the first bend very fast which was dry. He went out of sight and I went fast into second bend which was all wet. The car spun and I crashed into the barrier. It was not badly

Hop, skip and a jump for Jody Scheckter's Alfa.



damaged, just the rear wheel bent around, but it was too bad to get back to the pits. By the time all the rest came behind they had yellow flags waving and so they all went much slower."

Larrousse had almost been caught out and slowed right up for the rest of the lap, his car's handling not helped in the wet by the new rear body wing section which had been fitted overnight and did not seem to have the downforce of the other one broken in the practice accident. As he slacked off, another man pressed harder.

Between Breidscheid and the Karrussel Jochen Mass had leap-frogged Watson, Merzario and Larrousse and to the thrill of the crowd was just ahead of the Alpine at the end of the first lap. Merzario was already dropping back and only just holding off Watson, with Schenken also fairly close before a long gap to Muller's Porsche and then Brambilla's Lola even further back. Hard behind the Lola was Martin Raymond's Chevron leading the 2-litre class by a healthy margin, Raymond transfixed by the sight of the antics being performed by Brambilla's Lola. "I almost flew off the road thinking about whether or not my car used to look as bad as that," said Raymond later.

Already out at the end of the first lap was the Joest/Casoni Porsche with a rough sounding engine. The mechanics made the usual checks and Joest tried another slow lap, but at the end of it the car was pushed to the dead park about to go bang. It looked as though it was going to be a tough race.

Mass only held his narrow advantage until lap five, by which time the whole track was just about dry and Larrousse stormed by into the lead for the second time. Next time around the yellow Alpine set fastest lap of the race with a 7m 20.8s. The Alpine was flying and if the weather stayed dry and the car kept running well there looked very little chance of anybody leading the Frenchman again. The weather did stay dry, but the car let them down. Until the halfway mark things had looked rosy for the Renault Alpine, but when Larrousse stopped it was to report that the turbo was only boosting at half power and that he could not even take fifth gear on the main straight. Jabouille rushed out, but a few laps later was called in to the pits for a turbo rebuild which the team had decided was better than slipping slowly out of the limelight. When the back was lifted the problem was staring the mechanics in the face. The air inlet pipe had half fractured between the inter-cooler and the "log" on the left bank, and that's where all the boost was going. Binding and jubilee clips got the car working better, but it was only a matter of time before it was in again with the pipe completely sheared. Now tape was used, but more stops dropped the car even further back and the Alpine challenge was over.

Up to its first stop it had pulled out a 2m 30s advantage over the opposition, the battle for second place turning out to be a keen dice between the Alfas and Mirages. To go through a blow by blow account of the battle for second place would take more space than we have, so

basically it was the Mass/Scheckter car which held on to second place, that is until the Alfa made an early stop just before the end of Scheckter's stint.

The frantic stop caught the team unawares, Scheckter pointing to the front, so the team changed the tyres. But then Scheckter explained that he had stopped because of a strange vibration soon after he had locked up a front wheel. "I thought a disc had cracked or something," said Jody later who was rushed back into the race and did not return for another full stint. By this time even the "baby bear" was feeling pretty tired but his Alfa had closed right up to take the lead when the Alpine went sick.

It was the Schenken/Ganley Mirage which took over the Alfa challenge soon after the first stops, for on his first lap Pryce spun, did the clutch a power of no good trying to get going again and then struggled for the rest of his session with no second gear. Pryce also lost time when he came in to hand over to Watson and to change tyres but parked six feet away from the waiting quick lift jack and the fuelling rig. It had not occurred to anybody to brief him on just how his first long distance sports car stop should have been. By the third hour, just after half distance, the second Mirage was a lap down on the rest and then soon afterwards it was out for good when Watson crashed it under braking at Aremberg corner. "The front brakes locked on and by the time I got them off again I was going too fast to get around the corner," said Watson. Pryce had also reported locking front brakes after his stint and had a couple of 'moments' himself.

Behind the Alfas and remaining Mirage, Muller was still running strongly a lap ahead of his nearest rival after all his closest pursuers had fallen by the wayside or made long pit stops. Brambilla came into hand over to Pianta soon after the first hour, but then Pianta lasted just two laps before crashing and banana shaping the front end of his nice new car.

Raymond/Goodwin had dropped 13 minutes at their first stop when the car stopped with oil-soaked electrics and refused to re-start, dropping them to twelfth place in the 2-litre class. For the rest of the 2-litres it was a similar story. Dave Morgan had been giving Raymond chase early on in the race, but stopped the March for a lengthy stop with a fuel leak which was eventually cured by sealing the filler valve with glue at each fuel stop. It was back almost to the last of the 2-litre runners, but after some hard driving, and in spite of later puncture and subsequent 12 minute lap, Morgan/Lepp were destined to take the class win following even more serious troubles by the other cars that led the class.

This was mainly the Chevron B31 of Hine/Grob which after a slow pit stop lost the class lead to the Obermoser/Keller ToJ, but its lead lasted only four laps before the car dropped out with a broken half-shaft, just like the second slower ToJ being run in the race and many of its predecessors, a basic fault which Obermoser does not seem to be able to overcome.

Hine/Grob re-took the lead once more, but ten laps from the end the car was out for good when a rose joint broke on the throttle linkage and Grob could not get the car back to the pits. They had

been seventh overall at the time they retired, the 3-litre Porsche 908/3 of Barth/Kraus staying always just slightly out of reach in sixth place after a trouble free run.

The final act of the race unfolded during the final one third distance.

By this time the Schenken/Ganley Mirage, Mass/Scheckter and Merzario/Laffite Alfas were all a quick pit stop away from leading, which they all did as they each gained a slight temporary advantage from each other's pit stops. By this time the Alpine was stopping and dropping further back and this became the battle for the lead.

When the Mirage stopped Scheckter/Mass took the lead for two laps on lap 30 and 31, but then Ganley closed right up on the Alfa and was soon pressing hard for the lead again, which they took back again on lap 35. Mass slowed dramatically and then pulled into the pits with the left side pads worn down to the metal; the heat had even melted the centre of the caliper, letting the piston come right out! The whole caliper needed changing, but with the Alpine losing time, but not so much that they could afford the time to spare, the Mass/Scheckter Alfa was "fixed" by simply making the front brakes inoperative. Mass continued on the rear brakes only for the rest of the race, but now ten minutes and over a lap behind with no chance of winning now.

Only the Mirage and the Merzario/Laffite Alfa remained on the same lap now, Ganley a narrow 25 seconds clear and holding his own on Laffite, but another pit stop before the end was going to cost the Mirage the race for sure.

With four laps to go the Mirage came in, Ganley with his belts undone as he braked to a halt, only to have a fully kitted Schenken lean into the cockpit and do them up again. Fifty litres of fuel were hurriedly added and Ganley rushed out 28 seconds later, but by this time the Alfa was ahead home and dry, 30 seconds clear after the stops, which Laffite held exactly the same to the finish to score his third win of the season and for Merzario his fourth.

The Muller/Kinnunen Porsche made its only unscheduled stop of the race shortly before the finish when more oil had to be added after the oil pressure started to drop, otherwise it was a trouble free run for a change for this car. Also a lap down and five minutes behind the Porsche was the Alpine, which struggled home to the finish perhaps the unluckiest car of the race.

Two laps behind the winning car, Barth/Kraus drove another steady race to finish fifth overall. Mass limped over the line in sixth place having lost another lap during his slowed laps at the end with only the rear brakes working.

First of the 2-litre cars was Lepp and Morgan's March a further lap down, Morgan having set a very creditable 7m 41.6s, fastest lap of the class, in his battle to regain his earlier lost time. Eighth place and the GT class win eventually went to the Jagermeister Kremer Porsche Carrera of Helmut Kelleners/Hans Heyer, which narrowly beat the Loos Porsches after they had led most of the race. Fitz built up a strong lead in the opening laps which Hezemans held on to, but shortly after half distance the engine blew. The second Gelo car of Fitz/Ludwig/Hezemans continued to go well but a long stop to clean an oil covered screen was all it

took to let the Kremer car into the lead where it stayed by 18 seconds at the end of five and half hours racing.

Splitting the two Gelo Carreras for tenth place was the second 2-litre finisher, the Chevron B23 of Robin Smith/Richard Roberts, their little 1800cc FVC powered car suffering only an inoperative clutch during the final stages. A good effort. In thirteenth place Peltier/Muller took the G2 class five laps behind the leaders after another really good drive leading the class from start to finish.

Fifteenth place after engine dramas was the Jones/Barrios Lola on the same lap as the ROC Lola which had both fuel injection and brake dramas, and the Chevron of Blanckley/Calvert which after stopping with engine troubles early on righted itself to finish the race.

The Bracey/Crespin Lloyds Lola struggled home 22nd with a boiling engine just ahead of the Richard Knight/Christian Mons AlRoy March 75S which had several assorted troubles. The team's other car fared worse however when Antonio Prado had a tyre fail in the Karrussel which shot the car out into the barrier.

Of the unlucky non-finishers of note, Pete Smith retired his Chevron with a broken wheel, the Heavens Lola was too far back after a fuel pump had packed up on the circuit taking driver Herve LeGuellac several laps to fix, while the Fisons Chevron finally pulled in to retire after a second long oily stop and then overheating.

Richard Scott had the engine blow on his Lola, while Loris Kessel had a rear suspension failure on the Cheetah which was laying third in the class despite a spin by Burton in the opening laps. Burton had been very impressed with the Graemiger car, his spin being caused by dropped oil.

Alfa's fifth consecutive win now almost assures them of the Championship, although at this race they certainly had to earn their win and were perhaps a little lucky that they got it.

The Mirage effort turned out to be far better than anybody could have hoped for after practice. The cars went well and it was also good to see Ganley also going well in his first real race for almost a year.

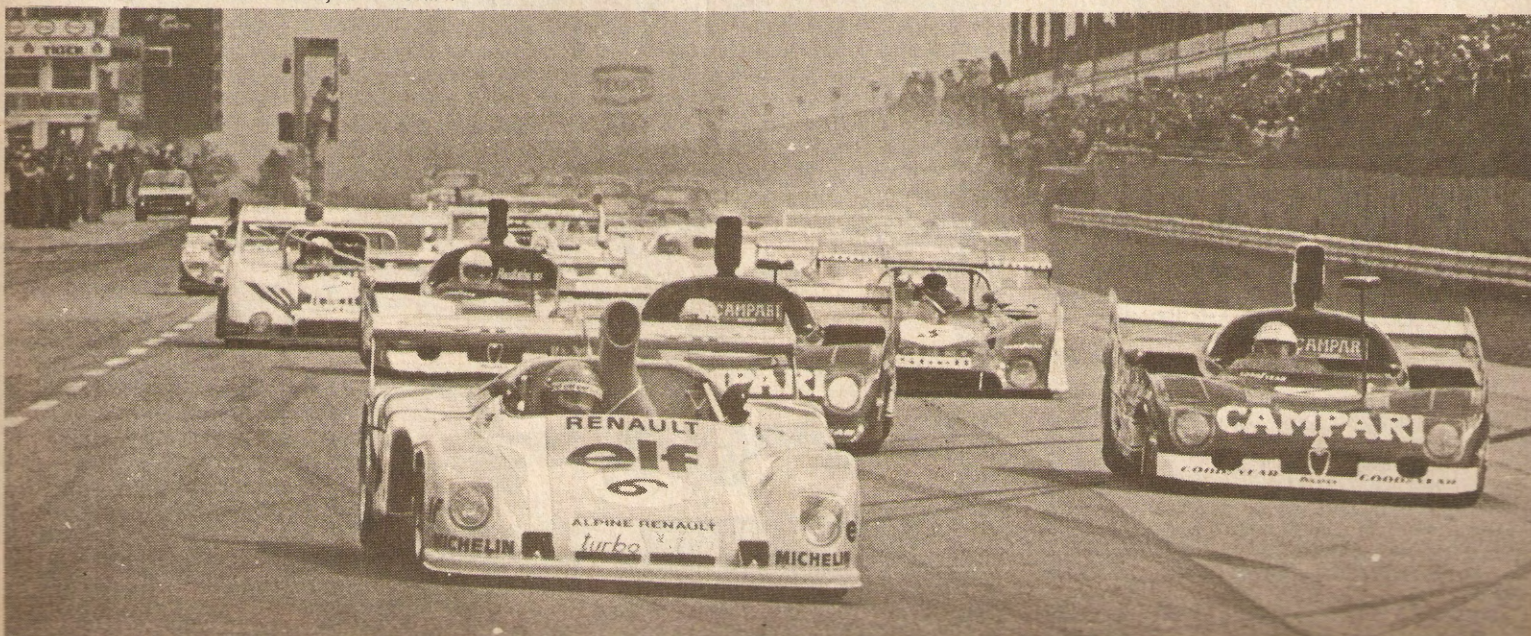
It was the Renault Alpine which stole the show however, the new smaller, more powerful turbo unit putting it a long way ahead of the rest. If Formula One is the final aim for this engine, then its performance over the Alfa is a good sign for the future, even though it would be limited to 1500cc.

**Nurburgring 1000kms
Nurburgring, Germany, June 1, 44 laps
World Manufacturers' Championship, round 7**

1. Jacques Laffite/ Arturo Merzario (3.0 Alfa Romeo T33TT), 5h 41m 54.0s, 184.649 kph.
2. Howden Ganley/Tim Schenken (3.0 Mirage-Cosworth Ford DFV GR7), 5h 41m 54.0s.
3. Herbert Muller/Leo Kinnunen (3.0 Porsche 908/3 turbo), 43 laps.
4. Gerard Larrousse/Jean-Pierre Jabouille (2.2 Alpine-Renault A442 turbo), 43.
5. Jurgen Barth/ Ernst Kraus (3.0 Porsche 908/3), 42.
6. Jody Scheckter/Jochen Mass (3.0 Alfa-Romeo T33TT), 42.
7. David Morgan/John Lepp (2.0 March-Hart 75S), 41; 8. Helmut Kelleners/Hans Heyer (3.0 Porsche Carrera RSR), 40; 9. John Fitzpatrick/Klaus Ludwig/Toine Hezemans (3.0 Porsche Carrera RSR), 40; 10. Robin Smith/Richard Roberts (2.0 Chevron-Ford FVC B23), 40.

Fastest lap: Larrousse, 7m 20.8s, 186.492 kph.

The hare leads the hounds soon after the start.





Other was the Univac computer lent to the rally by Doxiadis Associates. Between them, they got prompt and accurate results out to the press and competitors at rest halts and night stops. Of these there were plenty and no driver could reasonably complain of fatigue as the halts were of four, three, twenty-three and three hours respectively. This was considered to be a great improvement on the 1972 event when the drivers went almost 48 hours without sleep and the infamous Sleeping Co-drivers Association was formed!

ENTRY

Lancia have a strong lead in the World Championship at the moment having won two events and finished second in the other. If they had been able to win the Acropolis Rally, they would undoubtedly have been able to relax a little for though they have no plans to do the Moroccan Rally or the Portugese Rally, they have a definite possibility to win such events as the San Remo or the RAC Rally later in the year, and certainly they hope to win the Tour de Corse. Consequently they entered two Stratos to go for the outright win and a Beta Coupe to pick up points just in case the others failed to finish in what was evidently going to be a very hard event. The crews for the Stratos were Bjorn Waldegaard and Hans Thorselius who now have a signed option to do five events in this car and Lele Pinto and Arnaldo Bernacchini who joined Lancia from Fiat at the beginning of this year. The cars were very much the same as when they did the Safari including the framework at the front to protect the lights and the other one at the rear to carry the second spare wheel when it was needed. A great deal of attention had been paid to the problem of keeping dust out of the engine and the Safari air filter was retained with the added tweak that it in its turn was fed from two further filters mounted in the little baggage compartment high up on the tail of the car. On the Safari, the speed of the cars was high enough to stop too much from swirling about in the engine compartment, but on the Acropolis where the conditions are equally dusty and the roads more twisty the slower speeds ensure that dust gets everywhere if precautions are not taken.

The Beta Coupe was assigned to Simo Lampinen who, for the third time in his career with Lancia, found himself paired with an Italian co-driver. This time it was Silvio Maiga who stayed with Lancia when Amilcare Ballestreri moved on to Alfa Romeo. The car was virtually identical to the Beta that had run in the Safari except that it had no protection bars at the front and looked more like the Rideau Lakes car from last year.

Toyota had entered two of their Corolla Levins for this event with the finance coming largely from the local importers but when Waldegaard was seduced away to Lancia for the Acropolis, they signed up Achim Warmbold to drive the second car. His original plan was to do the rally with John Davenport in his own BMW so it was very little problem to change the car on the entry forms. The other car was driven, of course, by Ove Andersson and Arne Hertz, who themselves run Toyota's participation in rallies from their HQ in Brussels. The cars had identical specifications with the 1600cc twin cam sixteen valve engine, five speed gearbox and about 165 bhp — and only major difference between them was that Warmbold's car was the ex-RAC Rally car of Andersson which is right-hand drive. The engines are fuel injected which helps to explain how such good torque is gained with the top end performance still unaffected. The cylinder heads and cams are Yamaha products supplied to Toyota and never seem to give any trouble at all and Andersson was so confident, the injection trumpets did not even wear any kind of air filter whatsoever. The differential now has a cooler fitted with a circulation pump.

The Opel entry comprised identical Asconas fitted with the two litre fuel injection engine which were to be driven by Walter Rohrl/Jochen Berger, Rauno Aaltonen/Claes Billstam and Mr. Pasmazoglou who not only drives Opel but also owns the importers, Elfinco. Opel, too, had decided to run without any sort of air filters on their injection trumpets and many was the dark look that they got as the pundits weighed up their chances of finishing with their engines intact. The Asconas were in much the same trim as for a normal European rally except that the suspension was set a trifle higher all round and a slightly larger sump guard was in evidence. This was troubling Rohrl a little as his engine seemed to run very hot indeed and he was worried whether the cooling would be sufficient when it was driven flat

Close liaison with police and Army helped maintain high speed pace. The winning Ascona of Walter Rohrl

ACROPOLIS RALLY

Rohrl's Greek triumph

By JOHN DAVENPORT

Photos by HUGH BISHOP

After a perfect rally with no problems, Walter Rohrl and Jochen Berger showed the stuff that made them European Rally Champions last year and sailed home to an excellent win in the tough Acropolis Rally last week. This Grecian triumph was doubly sweet as not only was it the first time that Rohrl had won a World Championship rally, but it was the first such win for Opel. Indeed the German factory emerged very well from this event since until just a few hours from the finish, they had Rauno Aaltonen/Claes Billstam in third place with another Ascona while veteran, Johnny Pasmazoglou, who first won the Acropolis back in 1955 in an Opel Kapitän, finished fourth in another Ascona.

The favourites before the rally started were the three strong Lancia team comprising two Stratos and one Beta Coupe, but things did not go at all well for them as on the very first special stage they lost the Beta of Simo Lampinen/Silvio Maiga with gearbox problems and only a few stages later, Lele Pinto and Arnaldo Bernacchini were sidelined with a similar failure in their Stratos. It was left to Bjorn Waldegaard and Hans Thorselius to dominate the rally by setting fastest times on nearly every stage but they were unfortunate enough to have two minor problems, one electrical and one mechanical, that first dropped them down the field and then finally stopped them when they had almost fought their way back into the lead.

With just 1600cc powering them, the Toyota Corollas were not reckoned to be powerful enough to dominate the rally against the Lancias and Opels, but it seemed sure that they would finish. It was something of a surprise therefore to see Ove Andersson and Arne Hertz's luck run out in the early stages when an oil seal from the gearbox blew out and they were forced to stop. Achim Warmbold and John Davenport fared much better and their car ran almost perfectly throughout the event so that at one stage they were leading Rohrl and Waldegaard, while for most of the way they were lying second and seemed certain to finish in that position until a minor excursion turned into a nightmare and they were excluded for being more than thirty minutes late.

With only eight cars really in the running for an outright win, it was clear that a very good chance was offered to the amateur drivers to finish in a high position on a World Championship rally. The local driver 'Siroco,' who has been very successful in a Renault Alpine A110 over the past few years showed that he was not only fast but also capable of judging a long hard rally to perfection and, as a result, he took second place after Warmbold and Aaltonen retired. Almost two hours behind the Alpine in penalties was the third placed car, a Group 2 Colt Galant driven by two Cypriots, Koumas and Dimitriadis, which in its turn was only ten minutes ahead of the Opel of Pasmazoglou. The winning Group 1 car was 'Leonidas,' who has now forsaken his Porsche to drive the Audi 80 that he imports, and he had a long struggle with the Swedish Volvo of Bjorn Steffansson/Olle Tholen which finished 31s behind and second in the Group 1 category. The leader until just a few hours from the end of the rally in this very important category were the Austrians, Leo Schirhofer/Harald Gottlieb with their Group 1 VW 1303 S but then they got a dose of water in their petrol and dropped out.

The Acropolis Rally had one of its biggest entries for some years with ninety cars taking the start of which a very high proportion were from abroad. What faced them was one of the best organised rallies in the world for Alexander Dardoufas is not only President of the organising committee of the Acropolis Rally but he also presides over the CSI Rally Working Group and for him it is a matter of honour to have an excellent event. The Acropolis Rally is one of the few events left in Europe that can use high

average speeds plus a very high proportion of dirt surfaced roads. The cancellation of the rally last year in the face of the 'fuel crisis' enabled a very close degree of liaison to be established with the various police forces and with the Greek army all of whom did much to ensure the success of the rally thanks to lending men and equipment to help with the forty-eight special stages. Results were no problem either thanks to two factors; one was the ever-energetic Claude Fin who came over from Monaco to run that side of the rally and the

out in the middle of one of Greece's hotter days.

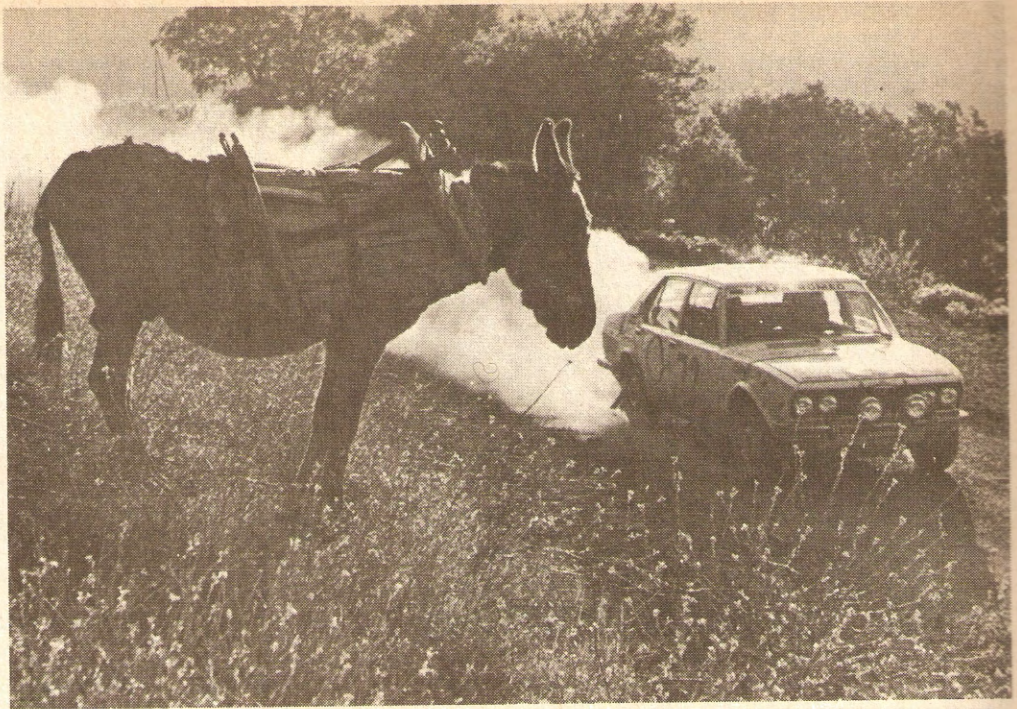
The only other works interest was from the East German team of Wartburg but this seemed to be a very low key effort by comparison with the previous attempts at this rally. From France, Claude Laurent turned up with his wife to drive a works prepared Citroen GS sponsored by the ski resort of Serre Chevalier while Jean-Paul Hoepfner was driving an ex-works Renault R 17 which had originally been intended for Piot. Perhaps the top private owners were Jean-Pierre Rouget and Christian Delferrier in one of his Group 3 Porsche Carreras sponsored by Chevelac. From Great Britain, there were not so many entries as we have seen in past years but Bath Motor Club men Basil Wadman and Mike Hillier were there in their Group 1 Peugeot 304 S while Keith Billows/Don Davidson had the Manchester Liners Escort RS 1600. From Austria came three entries headed by Walter Zockl in a BMW 2002, Schreiber/Wollinger in a Volvo 144S and Leo Shirnhofer with Harald Gottlieb in a standard VW 1303 S. Schirnhofer is a restaurateur who has been a rally fan for years and competed in many events in Austria and his dream was always to do the Acropolis Rally; a dream which he has finally been able to realise.

The Greek contingent was large, as one might expect, and very well organised. The biggest entry was from the local Alfa Romeo agent who had been very cute in offering Alfa Suds and Alfettas to the local rallymen at cut prices. In addition they had supported cars for the Moshous brothers in the form of two Alfettas, one Group 1 and the other Group 2. The very quick 'Iaveris' had an Alfa Veloce 2000 of uncertain age but which was evidently well prepared for rallying and has been successful in local rallies run in preparation for the bigger event. Finally, of course, there was the Alpine of 'Siroco,' less well known as Anostas Livieratos, who with Milton Andriopoulos makes one of the best rally combinations in Greece and is one of the few who is really competitive with the foreign crews. In all, some eighty-seven crews were to start the rally from the Acropolis on the Monday morning but there were a few more than that ready to start the rally before the Tatoi speed test on the Sunday.

TATOI RACE

Normally, it had been the habit to run a race meeting at Tatoi, a military airport outside Athens for the finishers of the rally. It decided very little as the penalties were inconsequential and indeed when Paddy Hopkirk blew up his Mini there in 1967 he still won the rally, but it was important from the point of view of getting the rally cars, with their advertising, out in front of a large Greek crowd.

Indeed, the Greek Tourist Board that helps with the rally so much consider it to be an essential part of the promotion of the rally. Thus this year it was decided to hold the race before the rally and though nothing of the result was to be counted in the final results of the rally, the order of finishing at Tatio was to decide the start order the next morning from the Acropolis. Now, the CSI says that all seeded drivers must start first so it was



Charging past the horse-power alternative goes the eighth placed Moshous/ "Nikias" Alfetta saloon.

clear that if you were a seeded driver then you would start in the first six provided that you raced at Tatio. Consequently, Warmbold chartered a private plane to get him down from the finish of the Hessen Rally in Germany so that he would be in time to race but when he got to the circuit he discovered that even if he did not race, he would still start in the first six, albeit at the end of them. As he was there but not with his car, he did not race and neither did Lampinen who was not there as his car was still having some final adjustments done to it. During the practice laps, Waldegaard got tangled up with a back marker and stormed into some straw bales ruffling the front of his Stratos a little and it was perhaps this that decided the team managers to talk about 'fixing' the starting order. It was clear that the Stratos would be faster than the others and also that Rohrl would be faster than Andersson but Lancia did not want their two big cars so close together for service. Thus it was suggested that they go round in order, slowly, so as to finish with Waldegaard first, Rohrl second, Pinto third and Andersson fourth. Then Lampinen would start fifth and Warmbold sixth giving at least two minutes between each pair of works cars.

This worked well but did not provide the sort of motor racing that the crowd expected, so as a show it was something of a disappointment. The only real racing was further back in the field where Aaltonen, Siroco an Rouget were determined to get a good starting position among the non-seeded drivers. Siroco won that battle with

Aaltonen second followed closely by 'Iaveris' and then Rouget who was careful not to extend his car too much at such an early stage. Poor Keith Billows had his engine start to seize during the race and decided to call it a day and thus missed the rally as well rather than have an expensive blow-up on his hands. Pasmazoglou had the engine of his works Ascona start to smoke and eventually stopped before it completely blew-up. However, he had been clever enough to make a second entry with his last year's Ascona and he started with that car in the rally, albeit right at the end of the field. In all, only sixty-four cars participated at Tatoi and there is already talk of making it a proper special stage next year so that it is essential for everyone to drive.

RALLY

The rate of new road construction in Greece is astonishing and anyone who competed in Acropolis rallies during the 1960s is unlikely to find any of his favourite sections if he travels around today. However, Mr Dardoufas had found sufficient dirt roads — and plotted them out into a road book with the aid of Henry Liddon — to make a rally every bit as hard and tough as those old events. Furthermore, the road average was quite tight where there were good roads and fifty miles an hour was not uncommon. It became clear that although there were forty-eight special stages, the rally might not be decided entirely on those for service time was distinctly limited and anyone

"Siroco's" second placed Renault Alpine A110. One of the few Greek drivers competitive with the top foreign drivers.





Tough luck for the Warmbold/Davenport Toyota which retired on the final stages of the rally while holding second place.

going flat out and hoping to be able to rebuild was going to be disappointed. Realising this, Lancia began to put considerable pressure on the organisers to have the section times eased. Their drivers pointed out that crossing towns was hazardous no matter how much the police helped and that an accident would ruin the rally. To back them up, certain Italian journalists approached the rally organisers and said that such accidents would give a lot of publicity in the foreign press. Quite naturally, the organisers did not feel much like changing the whole formula of their rally; they felt that their co-operation with the police was such that quite high averages could be demanded in safety and that they were not inclined to give too much time for working on the cars. Greece is one of the few countries left in Europe where such rallies can still be run in country areas with little or no traffic and they wanted to run their rally that way. Naturally, the other teams said that they thought it was a bit dangerous here and there but they were quite happy to have the times stay the same if they thought that Lancia with their much quicker cars would suffer as a result. The finale was a big meeting between competitors and organisers at which certain concessions were made. A few more minutes were allowed on those sections which crossed towns while one very rough section at the side of Mount Olympus was given an extra quarter of an hour. In the rally, only two sections were truly impossible and they were on closed roads in the night and the leading crews were penalised anything from a minute to three on them while no other section gave the slightest trouble nor was there any sign of rally cars going slower because a few more minutes had been allowed in a particular section.

With a good road book, timing everywhere by Longines printing clocks (except very sensibly at the start of special stages were the expense is not justified) and just about everything properly organised, it was clear that the rally was going to be a true struggle between the competitors and a test of how good they were at their sport.

The rally started traditionally from the foot of the Acropolis in the centre of Athens and with the help of the police, the cars were soon streaming north through the mid-morning traffic towards the first special stage quite close to Mount Parnis, the scene of many national hill climbs. This first test was fifty per cent asphalt and with the rest very dusty dirt and as such was an example of what was to come in the rest of the event. Hundreds of spectators had come out to watch the action which was going to be far more serious than the prepared dicing at Tatoi the previous day. Waldegaard was clearly fastest almost half a minute ahead of his team mate Pinto but at least he had a clear road with no dust and it was certain that he was going to take the greatest possible advantage of this to open out a big lead in the early stages. Behind him, trouble started for Ove Andersson who lost his clutch and had to drive at least half the stage with that pedal hard on the floor. His mechanics changed the slave cylinder before the next test but he lost about twelve minutes on the road as a result and had to run out of place behind several much slower cars. Lampinen was no more fortunate as his car finished the test irrevocably stuck in second gear. What had happened was that he had decided to take the Beta on CN 36 tyres so that it got the best

advantage on the tarmac corners and was unfortunate enough to find that the tarmac was very slippery even on those tyres. Consequently he spun the car at one corner and as he did so pulled the gear lever from third to second. The probability is that with the transversal box, the second gear engaged due to centrifugal force just before the gear lever was completely free from the third position and when he went to change gear next time the lever was in neutral and the second gear was firmly in. He drove to the next service point but there was nothing they could do so he retired immediately and tacked onto the Lancia service organisation to help the two Stratos.

In Lampinen's dust was a rather surprised Warmbold who was finding it a bit difficult to get used to the right hand drive and thus was not expecting to catch up with anyone so soon. Still he had mastered it by the second stage where he got into the five fastest times and steadily improved. The second test was all tarmac but very few people had any idea to change to racers as the next section was short and led straight into a dirt test. This ran alongside the sea in most spectacular fashion and indeed one driver even managed to put his BMW into the sea under the eyes of the watching pressmen. Waldegaard had the misfortune to meet a car, probably a spectator who was just finding another vantage point before the first car came, and swerved into a rock avoiding him so that the rear left-hand upright of his suspension was bent. Then on the next test the radius rod on that side came loose and after the test, Waldegaard had to stop and do up the bolt himself and barely made the time control on time. He drove all the way through the next eight stages to the rest halt at Kalambaka with the bent upright which was changed in the half hour available for service — but what he did not know was that the loose bolt had caused a much more serious problem. While the wheel was free on the end of the loose track rod, it had been rubbing on the bodywork and had opened up a hole by which dust from the rear wheels could make its way directly into the air intake pipe and thence to the engine. This was not discovered until much later and by then the destructive dust had wreaked sufficient damage on the engine to ensure that he would retire later in the rally.

Despite the bent upright, Waldegaard still set

fastest time on nearly all the stages and was only beaten by Andersson who was now really motoring to make up for the time lost with his clutch cylinder change. Then the Toyota struck another problem. Before the rally, it had been plagued with a propshaft vibration which all the attentions of the Toyota mechanics had not been able to cure. Andersson was a bit put out by this as he had been trying to persuade the Japanese to run with two piece propshafts to reduce this problem and now he was stuck with it on his own rally car. The effect of the vibration was to release a bush from within the gearbox which then pulled out through the rear gearbox seal and let all the oil out. He carried on with regular transfusions from the service mechanics hoping to get to Kalambaka and change it but after the tenth stage, the gearbox expired on the main road and the car had to be towed into Lamia where Andersson promptly borrowed the dealer's private Toyota and carried on to do service for his other car. That other car was having problems of its own as Warmbold was a bit unhappy with the handling. He thought it had a broken spring or a shock absorber as the tail seemed to go away uncontrollably on left-hand bends but it transpired that the limited slip part of the differential had failed and this had to be changed at Kalambaka after which the car was again okay.

Meanwhile, as if Lancia did not have enough problems, Pinto spun on some gravel kicked out onto the hairpins of the tarmac Eratini test and the strain on the gearbox was too great as the racers once again gripped and that vital component failed. He got to the top of the test and tried to get something done at the service there, losing time on the road as a result, but was forced to go on with a limited number of gears. He completed two more tests and then he too was out, joining Andersson and Lampinen as the major casualties of the first part of the rally, while Laurent was out with a broken gearbox in the little Citroen.

In the Opel camp, all was not swinging either as the service at the top of the Eratini hill climb had been missing and all their cars had arrived at the top on slicks with only three minutes to change onto something more suitable for the two dirt tests that followed immediately. As it was they were forced to do them on the slicks which meant a loss of over two and half minutes for Rohrl and

At fifth overall and first in group one was the "Leonidas"/Lekkas Audi 80 GT.



slightly less for Aaltonen. Where they were really lucky was that neither of them suffered a puncture though Aaltonen did lose a rear shock absorber which was changed at the same time that they reverted to more normal tyres down in Amfissa.

It was not only in the ranks of the professionals that problems were coming. Zockl in the Austrian BMW had hit the front wheel a bit on one of the first stages and now on the eighth test, immediately after a slight jump one of the front wheels locked solid and he shot off the road into an electric pylon. Fortunately there was no short circuit outside the car but it was too badly damaged to continue. The Volvo driven by Schrieber had to retire before Kalambaka as the driver was feeling very sick and, indeed, that part of the rally was extremely hot and dusty — the late afternoon heat making the drivers particularly tired and welcome of the prospect of four hours rest in a Hotel in Kalambaka. Here fifty-nine cars were still running and the leader was Waldegaard with a total time loss on the twelve special stages of 1hr 54m 42s. Warmbold was second after the Opel's misfortunes with tyres and his total was 1hr 58m 23s just ahead of Aaltonen who was on 1hr 59m 58s and Rohrl on 2hr 00m 02s.

While the drivers slept in the early evening or just replenished their liquid stores, the most amazing drama was taking place in the Parc Ferme outside. Despite the fact that its main battery cut-out switch had been turned off, Waldegaard's car still had the cooling fans turning over at the radiators for the oil and water. An astute marshall heard them and told a tall, bespectacled man wearing a Lancia Alitalia T-shirt to go and find Waldegaard and get him to turn off the offending switches. The only problem was that the man didn't actually work for Lancia and the message only got through to Waldegaard by another means a couple of hours later by which time the battery was flat. The problem lay with a short circuit in the dashboard wiring and the change of battery plus the finding of the offending bare wires took almost half an hour and though Waldegaard left the parc ferme first for the night sections he was about fourteenth car by the time he got to the first stage. He lost his first place in classification because of the road penalty, though these were only measured as thirty seconds for every minute late. Thus Warmbold led from Aaltonen and Rohrl but since the results were not ready when the cars came to leave, Rohrl left as second car and Warmbold as third, in the order in which they had arrived. With Waldegaard's delay, Rohrl was first on the road and with no dust to bother him, he was easily quickest on the first two tests and had passed Aaltonen into second place and was hard behind Warmbold for the lead.

Now Aaltonen suffered in much the same way as he was classified ahead of Siroco but went out behind him and thus had to take all the Alpine's dust which made any challenge for a higher place a bit difficult. Subsequently on the long Kato Vermion test, his Opel stopped with what sounded like ignition problems but it was soon clear that

petrol supply was the fault. It was not long before Aaltonen traced the fault to the pump which supplies petrol to the small header tank used by the Opel to prevent surge and he decided to use the pump which takes petrol on from the header tank to take petrol straight from the main tank in order to get out of the stage but his efforts were frustrated for over twenty minutes by the difference in size between the two lots of piping. In addition to that they lost four minutes on the road as they had to take on petrol and tyres in the next section.

Another man with a dust problem was Waldegaard who was now running back behind a lot of slower cars and indeed on the first test, after getting his electrics fixed, he passed no less than seven cars in a single test. Still he was four minutes slower than Rohrl just in that one stage! For some reason, Rohrl lost three minutes taking things easy on the difficult section through Polydendri where Warmbold scraped in just one minute down and was thus able to pinch the first running position on the road. It didn't do him very much good as most of the roads were now damp from heavy showers in the Mount Olympus region but he got back into the second rest hall at Ka Kalambaka with a lead of 1m 40s over the Opel so that he was sure to start first on the section back to Athens. Waldegaard was back in third place ahead of Siroco with Aaltonen already with the bit between his teeth breathing down the Alpine's neck.

The restart was just after breakfast and the first item was three tests on the old Kedros to Makrokomi road, so feared by old hands and not in much better condition in 1975. Waldegaard and Aaltonen were the pace setters here as they both wanted to gain positions but they had their rivals in front of them, complete with dust clouds, and thus on the long Fourni test, all the hot shots were within one minute of one another. Then came the re-run of the rough Distomon test in the opposite direction and Warmbold took a front wheel puncture and had to stop and change it, losing two and half minutes and his lead to fellow German, Rohrl. Waldegaard was narrowing the gap for second place but he could not draw too close because of the dust and his engine was now starting to smoke severely on the right bank of cylinders and constant transfusions of oil were needed to keep it running. Warmbold was experiencing some brake trouble as the automatic adjustment for his rear brakes had stopped working correctly and fixing this caused him to lose a minute on the road not helped by a recalcitrant handbrake cable refusing to go back into place. Thus the positions back in the night halt looked like this: 1, Rohrl/Berger (Opel Ascona) 5hr 55m 13s; 2, Warmbold/Davenport (Toyota Corolla) 5 hr 57m 24s; 3, Waldegaard/T-horselius (Lancia Stratos) 6hr 03m 02s; 4, Siroco/Andriopoulos (Renault Alpine) 6hr 11m 30s; 5, Aaltonen/Billstam (Opel Ascona) 6hr 19m 54s; 6, Iaveris/Feriakis (Alfa Romeo GT) 6hr 47m 01s;

Of the leading cars, Rohrl's had run without

missing a beat and apart from the two stages which he had to do on slicks, he had not suffered a moment's trouble. The Toyota had had a couple of punctures plus the brake adjustment problems while the poor Stratos had been stopped for a long time with the electrical trouble as well as having the earlier suspension fault and now the worn engine which had eaten too much dust. Siroco had driven a very well judged rally and apart from a problem with the Alpine's brake pads which at one point just fell apart in lumps, he deserved his high position. Aaltonen, of course, had lost almost as much time as Waldegaard as his stop had actually been in the middle of a special stage. But in any case the scene was set for quite an interesting session on the Peloponnese for the rally had thirty cars still running and it was clear that all was not yet settled.

After twenty three hours rest, the rally started off south in the early evening of Wednesday, leaving half an hour earlier than planned to avoid a football match in Pireaus. Waldegaard attacked the tests with verve and was easily fastest making best advantage of the high winds that were blowing the dust away, and the fact that on the southern leg the cars were being started at two minute intervals. But after five tests, his consumption of oil had gone beyond the point where the fantastic system of Lanica oil dumps could keep the engine supplied and it destroyed itself — leaving Rohrl and Warmbold nothing to do but think about each other. They were the only two cars to clean the road sections to Olympia but now Rohrl had extended his lead slightly and was over three minutes ahead of the Toyota. At the three hour halt in Olympia, there was plenty of time for reflection and it seemed that now there would be a general relaxation except on the part of Aaltonen who was determined to catch Siroco and in the Group 1 battle between Shirnohofer's VW, Leonidas in the Audi 80, and the steady Volvo 142 of the Swedes.

The very first stage in the early morning re-start was the tarmac Ladon Bridge test where Rohrl and Aaltonen set equal fastest time on slicks, twenty seconds ahead of Siroco and Warmbold. Perhaps the effort was too much for Aaltonen's gearbox for on the next stage it cried enough and he was out. Then the Group 1 leader took some petrol for his VW which had a high percentage of water in it, unfortunately the fault of his service crew, and after some dozen stops to try and get the useless fluid from the carburettor, they ran out of time and retired. But the most dramatic happening was to come on the 40th test just hours from the finish when Wrombold, suffering from a dose of sun-in-the-eye and lack of concentration having decided to settle for second place, popped his front wheels over the edge at a fork in the road. What was a simple overshoot became a nightmare as the car refused to return to the road under its own power and instead got inextricably entangled with a ditch and a rock. The gallant Moschous brothers both stopped as did Shirnohofer and the combined efforts of eight people lifted the car back to the road. Now the problem was to get to the next control without losing thirty minutes in the process. The extrication had taken twenty-nine so when the Toyota had a puncture within a few kilometres, its rally was over. It was however able to repay some of the pushing debt to the Austrians when it came upon them with their VW fully alight from burning petrol a bit further down the stage and nothing left in the fire extinguisher; but it was a sad day nevertheless.

Rohrl appeared not to have noticed what had happened behind him and pressed on through the last stages to an easy win from the now untroubled Siroco while Koumas inherited the third place in his Cypriot Colt Galant. George Mishous definitely sacrificed fifth place with his Group 2 Alfetta in stopping to help Warmbold while his brother had to be content with third in the Group 1 category behind the Audi and the Volvo. No fewer than seventeen cars reached the finish which, while not a record, showed that even this tough a rally can be conquered by driving with the brain rather than the right foot. Definitely an Acropolis to remember.

Overall Results

1. W. Rohrl/J. Berger (Opel Ascona 1.9)	9hrs 20m 36s
2. Siroco/M. Andriopoulos (Renault Alpine A110)	9hrs 56m 18s
3. M. Koumas/P. Dimitridis (Colt Galant GS)	11hrs 35m 53s
4. J. Pesmazoglou/D. Georgitis (Opel Ascona 1.9)	11hrs 45m 01s
5. Leonidas/J. Lekkas (Audi 80GT)	11hrs 53m 51s
6. B. Stefansson/O. Tholen (Volvo 142 GL)	11hrs 54m 22s
7. G. Moshous/A. Stathakis (Alfa Romeo Alfetta GT)	12 hrs 03m 50s
8. M. Moshous/Nikias (Alfa Romeo Alfetta)	12hrs 33m 12s
9. H. Jelsdorf/M. Giiese (Opel Ascona 1.9)	12hrs 42m 01s
10. Pavlos/P. Valendis (Vaz Lada 2103 GT)	12hrs 53m 02s
Group 1: Leonidas/Lekkas (Audi 80 GT)	
Group 2: Rohrl/Berger (Opel Ascona 1.9)	
Group 3/4: Siroco/Andriopoulos (Renault Alpine)	

Bjorn Waldegaard set many fastest times for Lancia but retired after enduring many and varied problems.



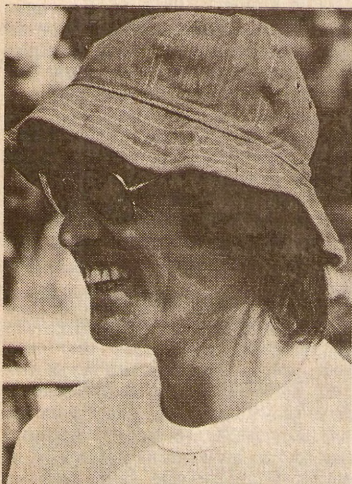
Donegal entries soaring



The latest edition of the "Ballyrairie Bugle" (official journal of the Donegal International Rally, editor Plum Tyndall) to make the hazardous crossing of the Irish Sea, contains a wealth of top names in its description of what the Bugle refers to as "soaring" entry list. An established Castrol/AUTOSPORT round, Donegal is also a round of the ECR.

The most surprising of the latest crop of names would appear to be the two AC Delco DOT entries. Down to drive a group one car is Ari Vatanen, partnered as usual by David Richards. The entry is a surprise on two counts. Firstly, the Ascona in G1 trim has previously been considered too tame an animal by DOT after their first season's experiences with a G1 example. Secondly, Ari Vatanen has only an, understandably, meagre command of English... and Donegal is a pace notes rally — sounds interesting.

..Warmbold too



Munich BMW man — Achim Warmbold

Adding more international flavour to the next Castrol/AUTOSPORT round in Donegal will be Achim Warmbold's ex-works BMW 2002 entered by the KWS Autotechnik of Koblenz and part sponsored by Shell in Eire. After this rally the car will return to Germany for a quick refurbishment before going off to compete in the Portuguese Port Wine Rally, the next World Championship round. Warmbold will still drive the works Alpine 310 for KWS on the German championship rallies.

The other DOT entry, for a G2 car, is down for team boss Tony Fall to drive and not Tony Pond, again according to the Bugle. The entry news continues with Tony Drummond (Carman Catering Butcher/-Wakefield Albany Inn Escort), Andy Dawson with his hard-worked Kleber Datsun Violet, Adrian Boyd with his newly works fettled Renault Alpine 1800 and last year's runner-up, Derek Boyd with the R. E. Hamilton prepared "racer" Escort.

Paul Appleby has entered his successful G1 Escort RS2000 and James McDaid, the ex-stock car driver who finished second on the recent Hills of Donegal Rally, is entered with a Vauxhall Magnum. A "cascade of Carreras" will include Dessie McCartney, David Agnew, Brian Evans, Marek Gierowski (with a new car), Noel Smith, Harold Morley, Jan Churchill, Joe Pat O'Kane and John Tansey. About £90,000 cascade at a conservative estimate we would think...?

Morley — one of nine Carrera pilots



Calderford Trophy caters for both the crew members

Wakefield & DMC's Calderford Trophy Rally is scheduled to take place this year on the weekend of July 26/27th. The club have retained sponsorship from the Wakefield Ford dealers, Calderford, for their ANCC and ANECCC event. The event will start from the Selby Fork Hotel and will contain six stages within its 180 mile route. Entry fee is £8.50. Secretary of the Meeting is: Mr. D. Slater, 85 Howard Crescent, Durkar, Wakefield, West Yorkshire WF4 3AN. The rally should appeal to both drivers and navigators, containing both navigation and stages.

Sixty miles on

Welsh Border CC have more than 60 miles of forest and private land included in their stage rally to be held on July 26th, for which regs are now obtainable from Mrs J. Thompson "Fron Deg", 42 Walford Road, Oswestry. The event is being sponsored by the Ellesmere Timber Co, the start and finish will be centred on Oswestry and a maximum of 120 crews can start at £18 per entry.

Saab 1953 news...

Servicing for Toyota while in Greece for his holiday was Saab Finland's rally boss Robbie Grondahl who confirmed that the 1953cc Saab engine is proceeding satisfactorily though there is still an oil consumption problem. The last time they used it on a rally, their rivals thought that they had reverted to the old two stroke engine — that was until they saw Rainio's stage times of course.

Hourihan for US rally mag

News from the States is that hot-shot rally driver Bob Hourihan has left Detroit for Texas where he will be working on the staff of "Rallye," the first magazine in the USA to devote its entire editorial to rallying. Editor is Tom Grimshaw and it will cover in detail all the events in America and Canada plus as many of the European happenings that they can find space for. They hope that it will become as popular as the sport of rallying for the SCCA reckon that something like 200,000 enthusiasts compete in 2,000 rallies annually throughout the USA. Best of luck boys.

Magnum for McRae

Last year's Scottish Rally Championship Challenger's winner and one of Scotland's quicker drivers, Jim McRae, has changed his ex-Allan Arneil Twin Cam for a new Vauxhall Magnum 2.3.

Prepared by SMT at Perth the car, which develops 180 bhp, should be seen in Group One trim for the rest of the year. Jim's first outing with the new car was on the Scottish.

Jim is currently looking for sponsorship to allow him to compete in the remaining rounds of the Scottish Championship in which is currently fifth. Other events out with the championship may also be attempted. Jim is no stranger to motor sport although last year was his first attempt at rallying, a year in which he took his title effortlessly. Before moving to four wheels he was twice runner-up in the Scottish Motor-Cycle Scrambles Championship.

Brian Nelson without car

Ulster racing and rally driver, Brian Nelson, has been dealt a severe blow to his potential rallying activities. His new BMW 2002, originally scheduled from the works for the Circuit (similar in spec to Warmbold's own car) has been disposed of apparently without his knowledge to a Swiss gentleman. It is rumoured that BMW redirected the car when cash was not forthcoming from this end — Brian seemingly had no knowledge of the problem as the car was to be supplied to him from a contact in England.

Brian Nelson — missing Donegal?



For clubmen

Regulations are now available for the Cheltenham MC's forthcoming Esso Uniflo Cheltenham Stages Rally, to be held on Saturday, July 5th. The championship round, which both starts and finishes at Cheltenham Race Course will be the result of the Cheltenham club's efforts to produce an event specifically for the clubman in both format and cost. Fifty stage miles, described by the organisers as "of good quality" will be on the agenda within an overall route of less than 160 miles; the entry fee being £12.50. Metric map nos. 150/151/163 and 164 will be required. An sae for regs and entry form should be addressed to: John Brown, 14 Springbank Drive, Hesters Way, Cheltenham. Telephone: 24648.

Scottish: An impressively steady run from Nigel Rockey came to nothing when he was penalised 30m for leaving a main control early — Scottish action p42.



Bjorn's schedule

With more rallies using the Stratos on the way, Waldegaard is also looking to honour his agreement with Ove Andersson and Toyota. At the moment, Lancia have no plans to do the Portuguese Rally which they are leaving to their Fiat colleagues, so that Waldegaard will almost certainly drive a Toyota there in company with Andersson. About the RAC Rally he could only be less specific but it looks as if he will drive for Toyota provided that Lancia have already clinched the World Championship, otherwise he will be in the green and white beast once more.

● Regulations are now available for the Welsh Championship Nock Rally on August 20 organised by Vale of Cothi MC. The 150 miles event will start at Llandeilo and use classic roads in West Wales before the finish at Llandovery. Copies of the regs can be obtained from Cyril Rees, Arwelfa, Cwmgwilli Road, Capel Hendre, Ammanford.

Reg Mullenger...?

Can Reg Mullenger make it four wins in a row and fifth in seven years? On Sunday July 20th he will have his chance for this is the date of the Sporting C.C. of Norfolk's Lancia-Pointer Rally for which regs, despite printing delays, are now available. Voted third most popular in the 1974 Triple 'C' Series the Lancia Pointer starts and finishes from the Pointer Motor Co. in Norwich with a road route of about 120 miles linking approximately 40 miles of stages. Several new forest stages have been discovered for this year's event but many of the traditional stages, which you either love or hate, are still there. As well as points in BTRDA (Gold Star), Triple 'C' Clubmans, AEMC Stages and ASEM MC Rally Championships there is an awards list of over £300 in cash plus silverware to be picked up.

To assist those competitors who are travelling up to Norfolk on the night before concessionary rates for accommodation have been arranged by the organising club at the nearby Hotel Norwich. A scrutineering session will be held there on the Saturday evening as well as a pre-event films/social. Regs for the 150 places at £14 each are obtainable from Graham Alderton, 13, Sewell Road, Norwich. (0603-404241).

Rouget tackles Quattro Regione

The Porsche Carrera of Jean-Pierre Rouget and Christian Delferrier retired not long after the start of the Acropolis Rally with a broken fuel union just under the tank. They could not find petrol to continue and sadly returned to Athens where they met Italian journalist Carlo Cavicchi who suggested that they might like to do the Pavia Motor Club's Quattro Regione Rally on the way back to France. One telex later and they were on their way. Rouget will be driving an Alfetta in the Total Rally in South Africa and hopes to run a two car team under the Chevelac banner next year but had not yet decided whether to make it Escorts, Porsches or Alfas, Nice for some!

● H.R.H. Prince Michael of Kent will be driving on the Avon/Motor Tour of Britain for Tean Avon Tyres, with a Reeds of Torquay prepared Ford Escort RS2000. Co-driver will be Nigel Clarkson.

Heatway chopped again

Following close on the heels of the announcement (as previously reported) that New Zealand's only international rally, the Heatway, would be shortened in distance from 5,000 km to 2,933 km "in practical recognition by the organisers and sponsors of the importance of conserving the nation's fuel," comes news that the rally has been further reduced in length by cutting out the Northland (north of Auckland) section and by shortening the event by one day. It will now start on Monday July 7, instead of July 6, and finish on July 12.

Apparently it was not the energy crisis that was the cause of the further reduction in distance, but one of the local authorities in the area refused to grant the necessary road closures. This would have left the Northland loop containing mainly touring stages with a few special forestry stages. Although no official estimate has been announced, it would appear that the Heatway will now cover about 2,500 km at the most. Actually, according

to rally director Murray Thompson, the overall reduction in distance has been effected mainly by cutting out many of the touring stages. It looks as though the special stages will come thick and fast. According to Thompson, two divisions of the rally, based around the Rotorua area, are complete forestry stages with very little mileage being done on public roads.

While all the top local rallymen will be running in the Heatway, there has been very little information about the nature and extent of overseas entries. However, Australians Evan Green and John Bryson will be appearing with a factory-backed Alfetta GT in the Group 2 category. The signing of these two drivers "is an indication of the importance which Alfa Romeo attach to the rally," according to the service manager of Alfa Romeo Australia, Ruggero Rotondo, who was in Auckland recently to make preliminary arrangements for the Alfetta entry.

British crews dominate on Dieppe Rally

British crews took six of the first ten places on the Criterium Automobile de Dieppe last weekend — the annual rally arranged as a closed event between the London Car Club and the Dieppe Car Club.

After winning the event for the last two years, the British team of Antoine Lurot and John McKerrell were finally knocked off their perch by Dacre Harvey and Tony Pettie who were eleventh last year. On the 250 mile event involving three laps of a circular route around the French port, the Harvey/Pettie Ford RS2000 dropped 2766 penalties while Lurot

and McKerrell in their RS1600 finished on 2922 penalties.

Included in the event were four hill tests tackled three times and at the conclusion there was a high speed slalom on the sea front.

The British placings were fourth, Chris Lovell/Rod Palmer (Avenger), 3182 penalties; sixth, Stewart Collins/with a French navigator in a Magnum on 3324 penalties; seventh, Ted Cowell/Dave Kirkham (RS2000), 3330 penalties; and tenth, Peter Watson/John Porter (RS2000) on 3706 penalties.

Cranks club

Announced at the AGM of the Royal Scottish Automobile Club, Major J. B. M. Thomson, President of the club, gave details of a new motor club which, it is hoped, will appeal to a large number of Scottish motoring enthusiasts. To be known as the "Crankshaft Club," membership will cost £8.50 per annum and facilities will be provided appropriate to the club's requirements and activities within the RSAC Clubhouse at Blythwood Square, Glasgow. Membership will be available to members of all RAC affiliated car clubs, as well as veteran and vintage clubs and the families of existing members of the present club.

The general committee of the RSAC believe there is an urgent need for such a club and officials of various car clubs in Scotland will be invited to an inaugural meeting within the next few weeks. To make the venture worthwhile, the committee will want to be assured of at least 250 founder members but it is likely, they feel, that this number will be heavily exceeded.

Suitable pilot

SMT's hard worked group one Vauxhall Magnum will be driven on the Tour of Britain by Gerry Marshall. Gerry has already won an event with the car, at Ingliston in a G1 saloon race earlier this year. Marshall's car as previously reported will be sponsored on the Tour by the Newbridge based firm of "Marshall's Chunky Chickens." There is, we are assured, no tie-up — however apt the sponsor's name might appear.

A right drag for the fag-men

The Marlboro people in Greece had obviously not heard that Lancia had changed their sponsor and turned out in force to support "their" team only to find them wearing the wrong T-shirts.

Who, what, where and when?—This Austin Alligator of Raptopoulos surprised many by completing the route of the Acropolis, finishing second from last.



Sticky problem on Acropolis

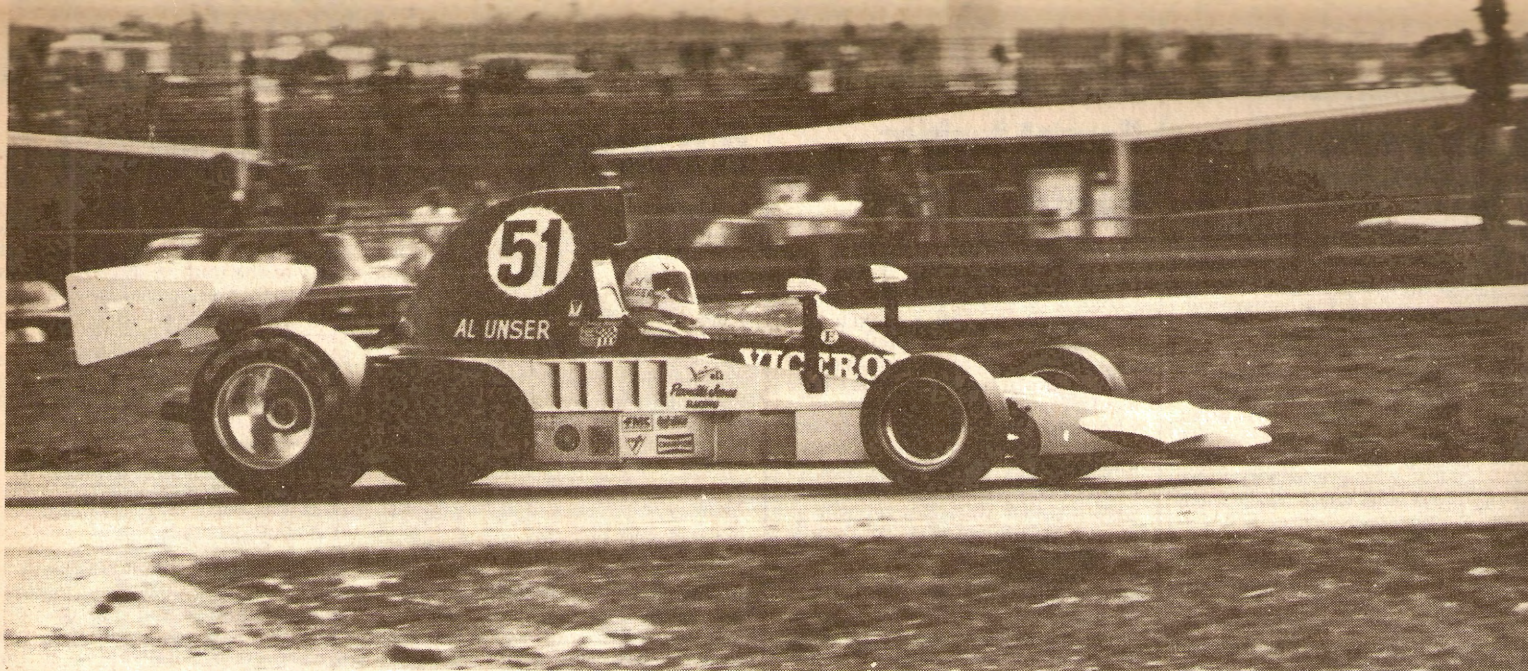
There was a bit of a kerfuffle about the stickers that Pirelli Hellas went around putting on all the competing cars at Tatoi on the Acropolis Rally. Pirelli Italy were shocked and would have nothing to do with the matter but this statement from the organisers put things clearly:

1. This is to inform you that the PIRELLI Company, upon its own initiative and without any permission by the Organizers, attached publicity stickers on the cars of a number of competitors at the Control this morning.

Since this action was taken, in certain cases, allegedly "on behalf of the Organizing Committee" this is to clarify that each Competitor has a perfect right to maintain or not to maintain such a sticker on his car, the

Organizing Committee not taking any position on the above. Furthermore, the Organizing Committee wishes to clarify, in order to prevent any possible misunderstanding, that the above Company has no connection whatsoever with the organisation of the 22nd Rally Acropolis which is exclusively organised by the Automobile and Touring Club of Greece (ELPA) with the cooperation of the National Tourist Organisation of Greece while the above Company's sole participation in this Rally is the permission she received, against payment, to advertise on the starting ramp of the Rally.

Of course, nearly all the works cars were running on Pirelli anyway and many of the private owners like to collect stickers anyway so unscrupulous actions like this occasionally go unnoticed.



Al Unser salvaged some glory for the Vel's Parnelli team by finishing second in their Lola T332, after Mario Andretti retired with engine trouble.

POCONO F5000

Redman carries on

By GORDON KIRBY

Photos by CHARLES LORING

Jim Hall and Carl Haas decided not to gamble at Pocono last weekend so they put aside their Lola T400 and brought out one of last year's Lola T332 chassis for their man Brian Redman to race. Brian drove the car for the first time in Saturday's practice and lapped almost immediately faster than he had a month before in the T400. Because of this change in chassis, Redman started his heat from the back of the grid. Yet he was able to fight his way through a frenetic six car tussle and win handily. Starting the final from pole position, he had to give way to Mario Andretti initially and for a while the race took on the same colour as so many of last year's USAC/SCCA F5000 races, as Andretti pulled away on his own. Then, again like last year, Redman began nibbling away at the lead and soon he had caught Mario. As soon as the Hass Hall/Lola caught the Viceroy Lola, Brian attacked successfully, ducking inside under braking and pulling away on his own while Andretti slowed and soon pulled off, his engine pumping out water through a cracked head. Redman drove on to win comfortably, scoring his ninth win in his sixteen F5000 starts with the Hass/Hall team. An excellent start to the season for last year's champion.

Al Unser salvaged something for the Vel's Parnelli team by coming through smoothly and forcefully to take second place in his first F5000 drive for the team. From the back of the grid and into third place came Jackie Oliver, who had to contend with first a buckled wing, then losing his Shadow's airbox and finally ending with a bent nose fin as a result of the upset handling. Eppie Weitzes and Jon Woodner showed that the Lola T400 could yet be reckoned with as Weitzes came home a good fourth and Woodner fifth. Both spun the difficult cars once, while Woodner was able to push his way into the lead of the most competitive heat and hang on ahead of the Unser brothers before a fuel pressure relief valve jammed. Bobby Unser took sixth place with the Eagle but he had a difficult time after a spin pushed the rear suspension out of line. Tasman champion Warwick Brown stuck his Talon hard up behind Redman early in the race but a jammed throttle pedal caused him to punt Redman up the back. This damaged the Talon's nose but Brown hung on well, his throttle still sticking, as he slowly succumbed to Al Unser, Oliver and Weitzes. Just before the end, the Australian was forced out with a failing gearbox.

ENTRY AND PRACTICE

There was just a single day of practice on the itinerary for this rescheduled opening round of the USAC/SCCA F5000 championship. The grid was to remain as it was at the end of practice four weeks ago and any additional starters would be added to the back of the field. It turned out there were no actual additions to the field. A couple of slow, old cars showed up for practice but were so far off the pace that they promptly went home, while a gentleman named Arlon J. Coops, who had entered his Lola T330 for the rained out My 4 race but never appeared, made it this time.

The Viceroy/Vel's Parnelli team arrived again with their same pair of Lola-Falconer T332s which Mario Andretti and Al Unser had qualified first and second fastest (1m 19.460s and 1m 20.658s). Despite the team's complete immersion in Indianapolis over the past month, they had found the time to repaint their cars in new livery, so as to match the latest Viceroy packet design. Andretti and Unser practised minimally, both being about a second slower than their respective times from a month ago. This they attributed to the dustiness of the track.

Jackie Oliver had tested the UOP Shadow DN6 at Pocono two weeks ago but the test had been upset by rain. As a result the Shadow team planned a lot of testing for the three practice sessions last weekend but these plans were bedevilled by a succession of minor failures. Initially, they ran the car with lighter radiators

which had the cores angled so that they faced directly into the airstream. This mod had to be quickly dispensed with when the lighter rads failed to cool properly.

Shortly after this, an oil leak developed via the right side gearbox housing airing (due, apparently, to the excessive side loads of the Pocono banking) which Mike Hillman took as an ideal opportunity to try a spare transaxle unit which carried narrow track suspension. But almost as soon as Oliver went out to evaluate this mod, he was back in the pits because of differential failure. So the hardworking mechanics took the DN6 back to its garage, repaired the wide track transaxle, and bolted it into place so that Oliver at last got in a few laps at the end of the day. Like the Viceroy Lolas, he was just about a second slower than his best from a month before (1m 20.662s).

Fourth fastest qualifier Brian Redman, had a brand new proposition to deal with in the form of one of last year's Lola T332s. Carl Hass and Jim Hall had decided the chances of winning Pocono with their T400 were 'virtually non-existent' so they found a shunted T332 (raced once at Ontario last year by Mickey Rupp) shipped it down to Texas and gave the Chaparral mechanics two solid weeks of work rebuilding the car. As well as updating its geometry to similar higher roll centre specs as their car of last year (taken yet another step further, we were told), they added split section nose fins, again like their car of last year, and relocated the oil radiators from the side of the tub to positions on either side of the gearbox tail like those on the T400. The car looked unfamiliar in

its blue and yellow colours carrying number one on its flanks. Inside the team's trailer rested the T400, unchanged from its first public appearance a month ago.

Like the car, the driver too was changed in appearance, showing up in a dark blue driving suit and wearing an unpainted Bell Star in preference to this normal Griffin helmet because, Brian explained, of Roelof Wunderink's shunt at Zandvoort where the Dutchman's Griffin visor was knocked open by a catch fence pole. Brian arrived, incidentally, in his 1962 Rolls Royce Silver Shadow. Fitting transport for a champion.

Redman was well pleased with the T332 finding the older car with its new Chaparral engine was just as fast as Andretti's machine in a straight line. His best laps were just a few hundredths slower than Mario's. Right at the end of the day, the Chaparral engine broke some valve springs, so Jim Hall took the chance to roll out the T400 for a back to back test. But Brian managed only two laps in the T400 before a valve jammed in its guide. Because of his change of cars, Redman was to start in eleventh place on the grid for heat two. His time, however, in the T400 had been 1m 21.098s.

Warwick Brown (1m 21.223s) had not driven the Talon in the intervening month. "We can't afford much testing," he explained. Nonetheless, he looked much more comfortable in the car than a month before and was just as fast on the dusty and slippery track.

Like the Vel's Parnelli team, the Eagle outfit had been embroiled with Indianapolis and unable to think about their F5000 car during the past four weeks. Bobby Unser, who had qualified at 1m 21.441s, arrived suffering from a bad head cold and subsequently did very few laps.

Carl Hogan's revamped team had, on the other hand, been hard at it, fitting their Lola T332 with modified suspension similar to that of the Viceroy and Hall chassis. They had also manufactured a squatter and tighter airbox than the tall one used for most of last year. The team lost an engine midway through Saturday practice so that David Hobbs (1m 22.349s) had the first of Hogan's "legitimate" McLaren engines installed that afternoon.

Eppie Weitzes (1m 22.369s) and his mechanic Dennis Swan had constructed a new rear cross member and suspension for the Formula Racing Lola T400, but a brief test at Mosport had been rather unsatisfactory so the Canadian was still not at all confident about his T400. Jon Woodner expressed similar feelings about his Interscope T400 although team manager Carroll Smith said "We've got the braking instability out of it, we've got the high speed instability out of it and I think maybe we've got the straight line speed problem solved." Woodner did not get in many laps on Saturday due to a cracking head. He qualified on 1m 22.988s.

Woodner's Interscope team-mate Danny Ongais (1m 23.547s) had managed to scrounge some engine bits from Ryan Falconer and had put them together himself so that it appeared his ex-Weitzes T332 should have considerably more power than it had for Ongais' first professional F5000 appearance a month ago. The car had also been modified

with the addition of higher roll centre rear suspension and Ongais' practice efforts gave every indication that the ex-drag racer could be in the midst of the hunt the next day.

Of the others, Evan Noyes, who qualified ninth quickest, returned with his usual cleanly prepared Lola-Bartz T332. Young B. J. Swanson (ex-Redman Lola-Chaparral T332) was looking eagerly ahead at his first F5000 race after nosing out Ongais for eleventh best. John Gunn had built himself "a good engine so that I can try to do it right this time." He and Dallen Heyser were running the same Lola T332s they ran in the latter part of last year. Despite being plagued with fuel injection problems, which turned out to be caused by dirty gasoline, John Cannon felt confident that he was beginning to come to terms with his March '73/4A.

Then there was Vern Schuppan, who spent his time wandering around the paddock looking unsuccessfully for a spare car (long sideways glances at the Hass/Hall T400). After Francisco Mir told him at the last minute that he would not take his Lola T332 to Pocono. Schuppan explained that Mir said he had obtained sponsorship which would take effect from Watkins Glen (round 3) so he had decided not to bring the car out from Los Angeles for this one race only. Schuppan is committed to Gulf for Le Mans which conflicts with round 2 at Mosport.

Much of this day of rather loose practice was spent under indecisively low clouds. It rained, lightly sleeted, on a few occasions but the track remained predominately dry until the very end of the day. It was then that the clouds thickened up and just like it had a month before, the wind began to blow coolly and it began to rain with more and more strength . . .

HEATS

We woke up to a grey misty Sunday morning but thankfully there was no rain. It stayed that way for most of the morning with the air remaining wet enough so that the road surface stayed damp throughout the thirty minute morning warm-up.

Just as a dozen of the field came out to take up their places for the first 20 laps heat, however, the sky began to dribble. Andretti and Oliver had softened their suspension and chassis and added a touch of wing but they, like the rest of the field, remained on slicks. Warwick Brown didn't even bother to adjust the Talon feeling that the track would dry out during the race.

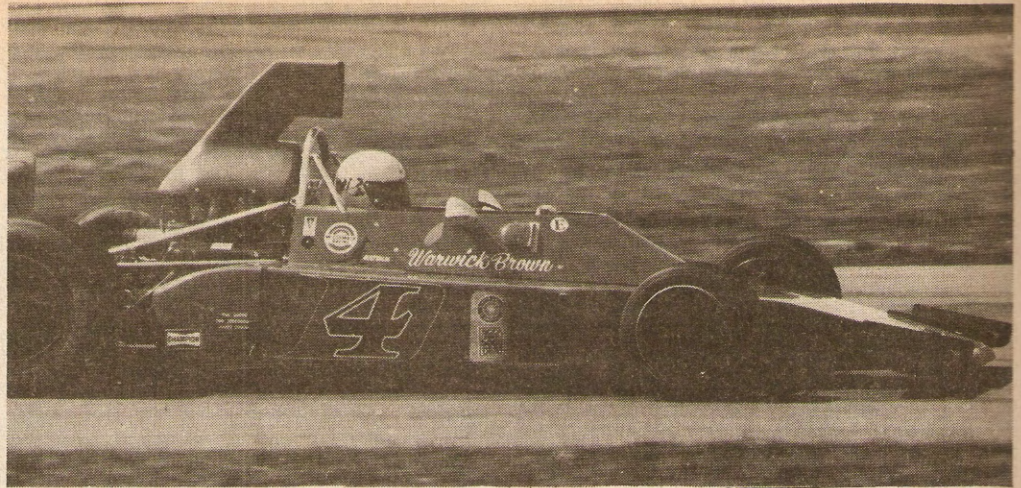
They took pace laps in light rain and then just as the flag came down, to send them into the first corner, the rain hesitated. Andretti and Oliver slithered nose to nose down into the right hander, the white Lola holding the inside line and the Shadow inching over towards it all the time. Mario was able to nose ahead as they swung into the braking zone but Oliver still held his place beside the Lola and as they curved more and more into the turn, the Shadow's tail began to slip out against Jackie's bending arms. Suddenly the Shadow twirled about itself and slid sideways along the greasy road until its tail crunched into the guardrail. The driver held the car against the guardrail as the rest trod carefully past the Shadow's nose, then he let it glide across to the inside of the road and climbed out, his tight lips registering quiet disgust.

By the end of the first lap Andretti held more than five seconds of space until Warwick Brown spewmed by equally clear of Hobbs. That, very simply was the way they carried themselves to the end. Andretti spinning once, but holding his position and Hobbs spinning twice so that he was lapped by the Viceroy Lola at the very end. Well behind Hobbs, B. J. Swanson chased Evan Noyes without ever really catching him, while John Gunn passed both of them only to drop a few places when a tyre deflated.

The second heat looked on paper to be a good bit better with the Unser brothers filling the front row, Weitzes and Woodner the second row, Ongais sitting on the inside of the third row and Redman back on the fifth row. It was almost entirely dry by the time they came down the long front straight towards the starter, all of them on slicks, save Al Unser and Redman, who had handgrooved fronts fitted to their respective Lolas.

Redman came sprinting through the middle as Al held off Bobby into the first turn with Weitzes, Woodner and Ongais flicking their way tightly in behind the USAC men. As they scabbled across searching for the apex, Redman tucked in behind Ongais so that as they waggled off towards the left handed hairpin, that is, the second turn, the first six had already broken clear of all the others.

The Unseers, Lola followed by Eagle, wood



Warwick Brown made a very encouraging debut in McCormack's Talon.

through the infield just ahead of the other four carrying them up on to the mile and a half of banking in a tight chain. Surprisingly, it was Woodner's black T400 which darted out of line as they streamed through the sharpest portion of the banking, shot down low and slotted his way between Al and Bobby. As they curved up towards the wall and sprinted down to the pits the black Lola swung out of line again so that Woodner shot past the pits and into the lead, the first time he has done so in his two years of F5000.

So it was Woodner who now lead the train through the infield as Weitzes dropped to the tail of the group and Redman began to fight his way through. Again they came off the banking and down past the pits, Woodner holding his lead aggressively as they braked down into the first turn, the line of Chevies throwing off clashing explosions as the driver see-sawed on their throttles.

One more time Woodner held his place ahead of Al and Bobby but this time as he prodded the throttle, coming out of second turn hairpin, the engine hesitated, coughed and died. Jon pulled off to the right, fiddling with the controls as the others swept by inside him. It was soon obvious there was nothing that could be done so Woodner hopped out to discover after some probing that the fuel pressure relief valve had jammed. A mechanic came out to offer advice and Jon eventually got going, running just as well as before, but now many laps behind.

So it became Bobby leading from Al after they had bumped each other while avoiding Woodner. Bobby had been trying to take advantage of the momentary hold up and Al, knowing precisely his brother's thoughts, had been equally busy blocking the Eagle as he flicked his way around Woodner's Lola. Bobby's Eagle clipped Al's Lola and bounded into the air while the Viceroy Lola scabbled across the dirt and shot back on to the road only to have the pale blue Eagle slap back on

to the tarmac, just beyond, but ahead of it! Bobby shot ahead while Al seemed to think about avoiding the Eagle so that by the time he had his Lola singing along again, his big brother had escaped on his own.

It was something like that anyway. Needless to say, Bobby and Al had a little chat about this and more later on in a place where nobody could see the smiles filling their faces.

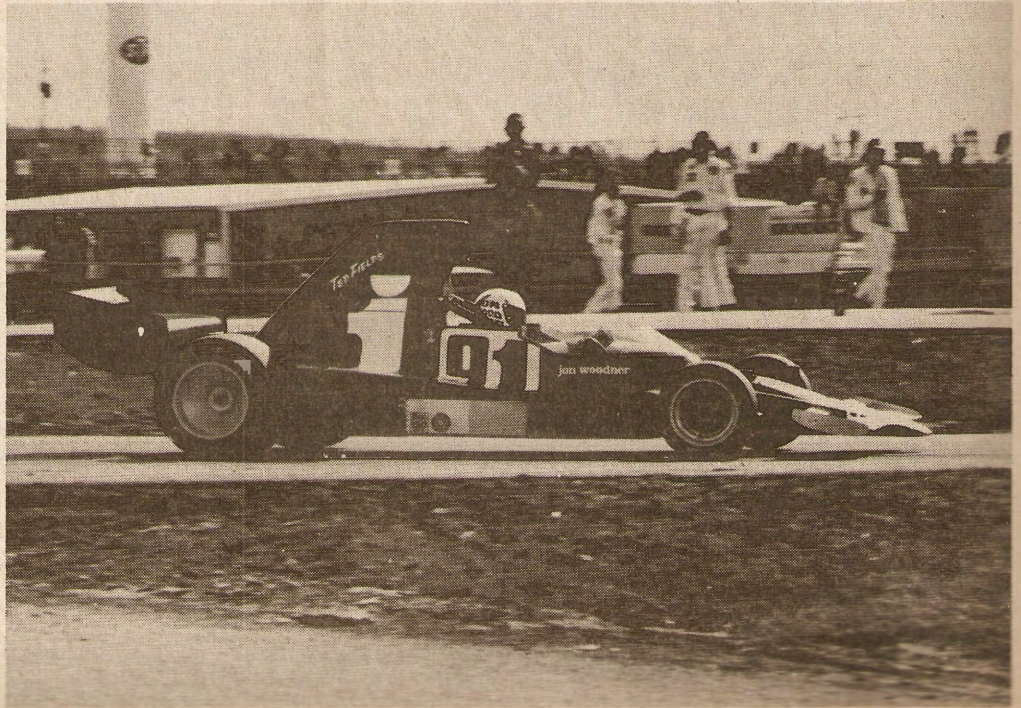
Bobby led strongly for a few laps after this contretemps but then he was caught out by some mud, which a backmarker had thrown on to the road since the Eagle's last time past that spot. Bobby drove the Eagle square into the mud, the car snapped smartly and revolved in its wheelbase. Unser collected the spinning car together quickly so that he was able to slot in ahead of Ongais and Weitzes but behind Al U. and Redman.

By this time, Redman was hard after Al and two laps later, just as Bobby closed on to their heels, Brian forcefully outraked Al into the hairpin. Bobby, displaying every thread of his considerable USAC reputation, tried to follow Brian through . . . and succeeded! And Al just a few feet earlier slid off the road losing contact quickly.

Within the next few laps, Redman pulled out a very clear lead while Weitzes spun after getting ahead of Bobby U, thereby dropping back on his own. So it was, all of a sudden, Redman leading now by five seconds from Bobby U and Ongais with Weitzes an additional five seconds behind.

While the F5000 champion drove on quickly and tidily, Ongais the drag racer, set about attacking Unser the Indianapolis champion. Within a few laps, Ongais' green Lola was able to duck well inside the Eagle under braking for the first turn and promptly went away on his own, losing very little time to Redman. As this happened, it soon became apparent that there was something wrong with the Eagle for it was twitching about everywhere and Bobby was working extremely

Jon Woodner got to grips with the Interscope Lola T400 and lead his heat before suffering maladies.



hard just to keep it on the road. The Eagle's trouble was a result, it transpired, of a dented crossmember incurred when Bobby dropped a wheel off the sharp road when he spun on that patch of mud.

It was then, fairly easy for Weitzes to catch and pass the Eagle and a few laps later, the Canadian found himself in second when Ongais' outstanding debut suddenly came to an end with a stripped second gear. With Bobby therefore inheriting third place, Brother Al was elevated to fourth. They ran spaced out that way to the finish but the close cut and thrust of the first dozen laps had been something that has never before been seen in F5000. It certainly left everybody in an eager frame of mind for the 35 lap final.

FINAL

In the customary F5000 manner, the 21 healthy cars lined up in order of heat result with the fastest heat winner on pole. The order then in rows of two, was Redman, Andretti, Weitzes, Brown, Bobby U, Hobbs. Al U, and Noyes. Ongais was back on the eighth row while Woodner and Oliver shared the tenth row.

As the cars were pushed on to the false grid, incredibly enough, the sky began to blacken again and the wind began to whip across the flat speedway bowl. Again it started to spit and as the field was paced into a second lap, it began to actually rain on the far side of the course. By the time they came around again and the flag swept down before them, most of the infield was damp, a couple of corners were wet, but the banking through which they had just come was bone dry.

Andretti snapped under the flag perfectly and immediately began leaning hard to his inside, hard enough for Redman to give way and let the white and red Lola lead into the first turn. Hobbs made an excellent start from the third row and was able to tuck himself tight in behind Redman as they funnelled through the right hander. Down towards the hairpin, Hobbs drove for the inside pulling almost level with Redman, but just as he did so, the back end snapped to the right and David spun so that he had a perfect view of the field braking into the hairpin.

Weitzes squeezed to the inside of the Hogan car but Al Unser was trying to fill that same hole so that these two climbed one another as Weitzes drove across Hobbs' nose cone. Somehow they both got through as did the rest of the field. Hobbs finally got going late with one nose fin hanging loose.

A few corners later at one of the wettest points in fact Bobby Unser also spun which broke up the field even more. Then Weitzes spun ("three times I went around") as they went up on to the slippery banking. Then still further down the road Woodner, who had made an excellent start and was nearly in the chase, spun all the way through the banking.

Redman too had a large moment along the banking so that Andretti came hammering past

the pits with a four second lead to Redman and Brown. By the third lap Mario had stretched his lead by a quantity of two and it was looking as if he might just run away.

But Redman and Brown soon seemed to find their pace in the slippery and unpredictable conditions and within a few more laps, they had closed right up on the Viceroy car. Around they came for the sixth lap with Redman pressing closer to Andretti and no Brown behind him. A few seconds later, Brown came by with the leading edge of his nose torn and a fin sticking up into the air. Warwick had run up the back of Brian when the mandatory USAC throttle return clip, which had only just been fitted to the car (and was not fitted to most), got stuck under the brake pedal. The Talon now started slipping further and further behind, its throttle pedal now sticking more often than not so that the young Tasman champion was forced to drive on the ignition switch.

As Brown faded back, Oliver emerged in third place, but he was losing time to the leaders so that his 12s deficit grew steadily. By the eighth lap the race had become the familiar story of Andretti versus Redman. For a while Mario maintained some space between he and the blue Lola but gradually Redman inched up on him so that it wasn't long before they were locked together through the tight infield section. Just about the seventeenth lap, as he tucked in behind the Viceroy's Lola's win, Redman noticed a few pale droplets of moisture collecting in one of the leading machine's exhaust pipes. "I knew then that I was OK," said Brian later and with the knowledge that Andretti was now a concerned man, Redman attacked even harder.

Mario, trying now to protect his lead and nurse his car, started braking later and later. It looked impossible for him to succeed but he kept hard at it and for a few laps he was able to hold on.

But then the handicap became too great and the Viceroy car ran wide through a third gear left hander so that Redman was finally able to jump into the space he had been waiting for. Immediately the blue and yellow Lola pulled clear and a few laps later, poor Andretti's race was finished. Redman drove strongly to the end winning in a fast, unobtrusive manner. This was a race in which many other people made mistakes in admittedly tricky or close situations, but Redman came through the worst of it all unblemished. It was the perfect example of the Lancastrian's thoroughly professional style.

After the race Brian was effusive enough to suggest, "I think we're more competitive than ever before. I think we're faster than we were at any point last season." It's interesting to bear in mind that a few months ago, Jim Hall said, "I'm tired of this reputation we have for being steady and reliable, I want to win races on speed."

Behind Redman and Andretti the places changed about often but more through changing fortunes than from competition. After Warwick Brown began to drop back, Oliver moved into a

strong third place but first the Shadow's wing buckled, due most probably to the excessive downforce generated through the banking. Then the airbox fell off when one of the retaining springs broke and with the car handling loosely, Jackie ran into a rubber tyre marker which tore off the nose fin. So it was that Al Unser came through to pass the Shadow on the twentieth lap and pull away easily into a clear second place. Oliver hung on for third despite the mishandling car and an engine which had turned at least 10,000 rpm when the throttle stuck open at the first corner. Olly reported that the engine never missed a beat throughout the race. That's certainly a tribute to Shadow engine man Lee Muir.

Danny Ongais initially led both Oliver and Al Unser but on the second lap, someone spun in front of him going on to the banking and after losing time there he ran into dead trouble a few laps later when the magneto started to fail. Nevertheless Ongais nursed his car home to finish twelfth, two laps behind.

Weitzes held off Al Unser for the first ten laps but when the Viceroy driver finally got into his rhythm Eppie was unable to stay with him although the Canadian went home pleased that he had a good performance, but unconvinced as to the state of his T400's competitiveness.

Jon Woodner remained equally unconvinced about his T400, despite his heat showing and being able to lap almost as fast as the leaders throughout the final. Woodner finished a comfortable fifth ahead of Bobby Unser, who had a few more spins with the Eagle which was still suffering from the damage it received in the heat.

B. J. Swanson was finally able to vanquish Evan Noyes and finished seventh on the same lap as Woodner and Bobby Unser who fought John Gunn. He followed Weitzes and Al Unser for a while, but he kissed the wall after sliding on some mud which contrived to chip a wheel so that he faded back with a deflating tyre to finish tenth just ahead of David Hobbs. David stopped to have his smashed nose replaced and carried on at a good pace, losing very little time to Redman when the leader lapped him during the closing stages.

What a fine start to the North American F5000 series.

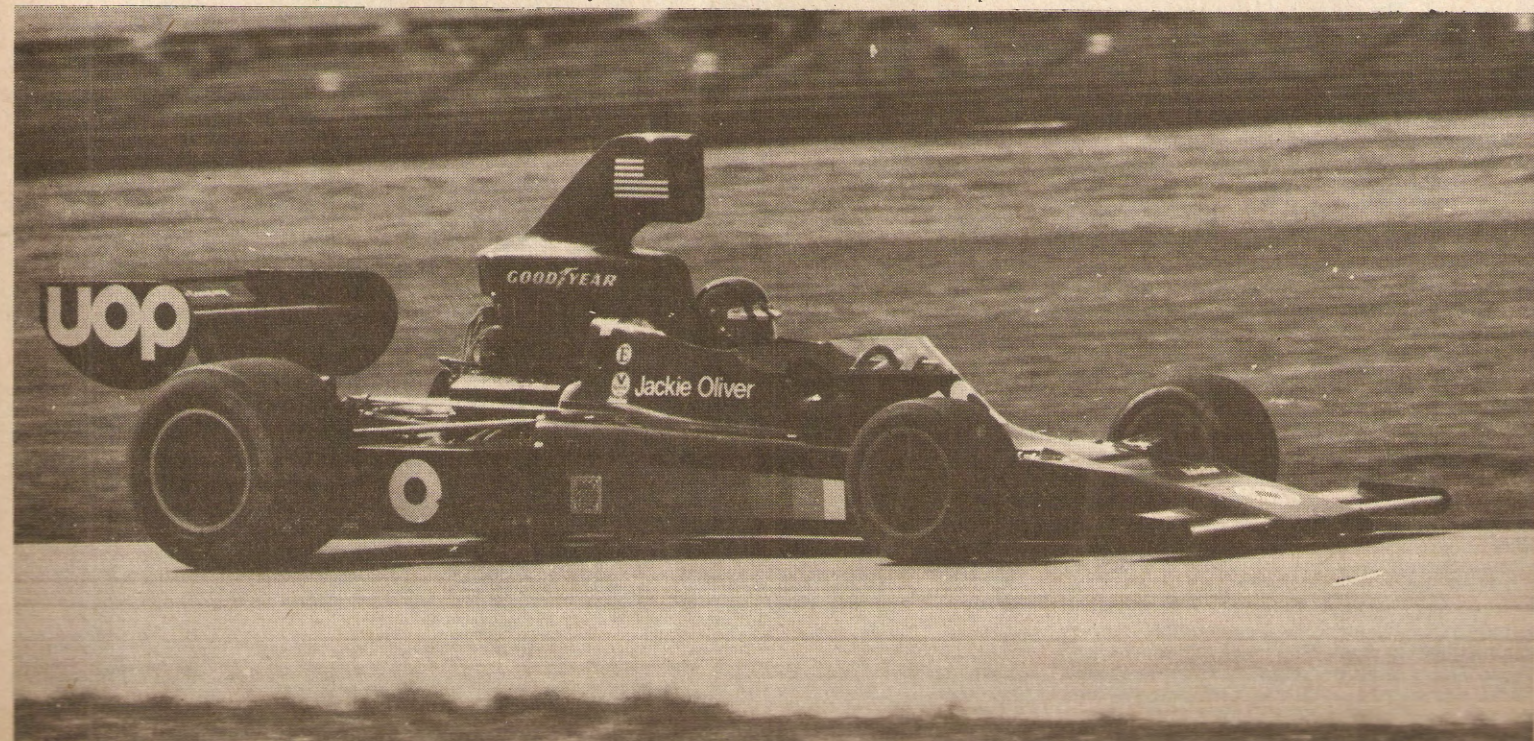
Purolator F5000 championship, round one Pocono International Raceway, 35 laps, 95 miles

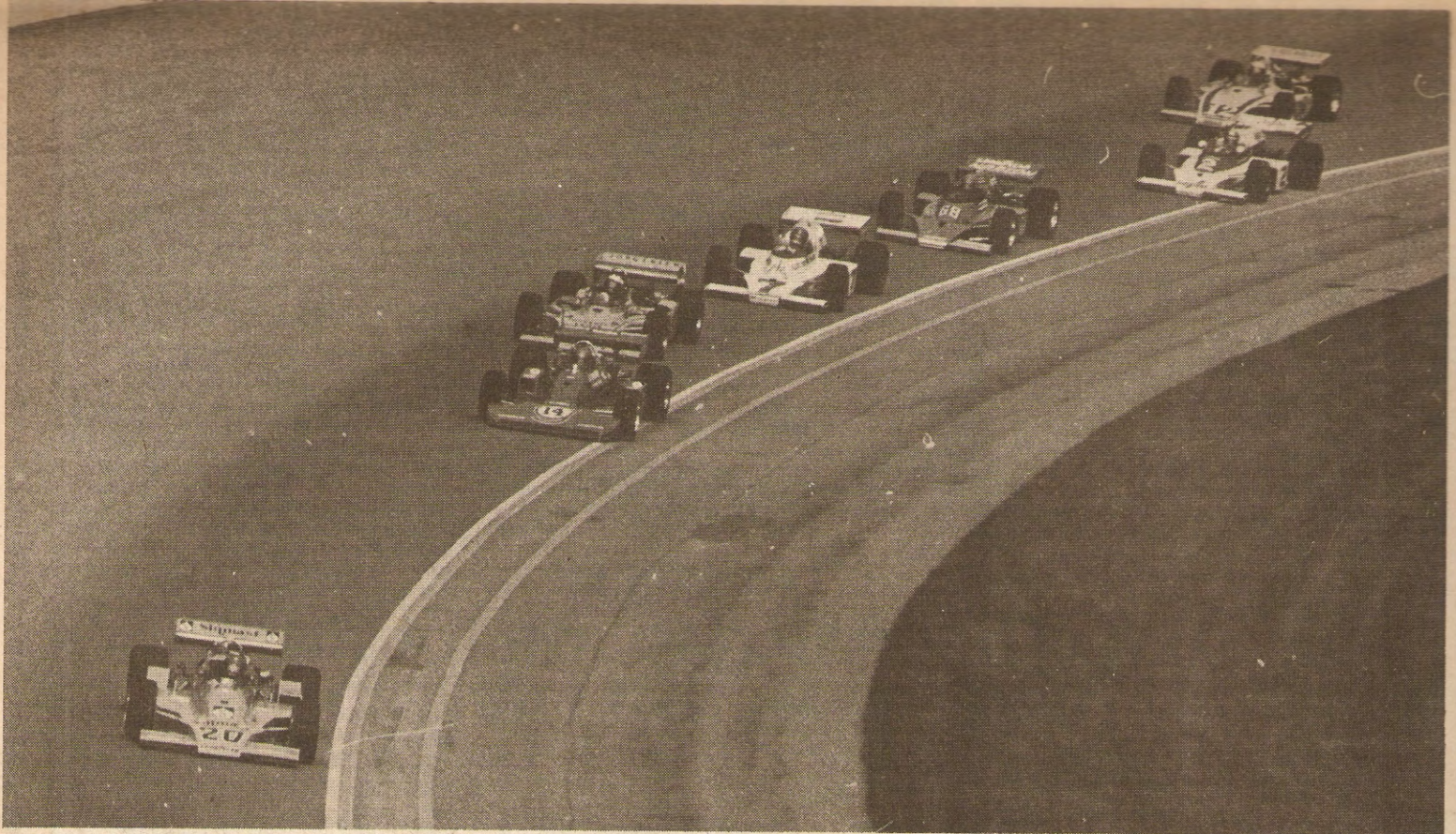
1. Brian Redman (Lola-Chaparral T332), 50m 19s, 116.889 mph.
2. Al Unser (Lola-Falconer and Dunn T332), 50m 42.2s.
3. Jackie Oliver (Shadow-Shadow DN6), 35 laps.
4. Eppie Weitzes (Lola-McLaren T400), 35.
5. Jon Woodner (Lola-McLaren T400), 34.
6. Bobby Unser (Eagle-AAR 75), 34.
7. B. J. Swanson (Lola-Chaparral T332), 34; 8. Evan Noyes (Lola-Bartz T332), 34; 9. Jerry Karl (Lola-Bartz T332), 34; 10. John Gunn (Lola-Crane), 33; **Fastest lap:** Al Unser, 1m 21s, 124.444 mph.

Heat one (20 laps): 1. Mario Andretti (Lola-Falconer and Dunn T332), 33m 43.1s, 99.649 mph; 2. Warwick Brown (Talon-Molloy MR1A), 34m 5.2s; 3. David Hobbs (Lola-McLaren T332), 19 laps; 4. Noyes, 19; 5. Swanson, 19; 6. Bill Baker (Lola T332), 18. **Fastest lap:** Andretti, 1m 37.6s, 103.28 mph.

Heat two (20 laps): 1. Redman, 29m 14.0s, 114.937 mph; 2. Weitzes, 29m 27.4s; 3. Bobby Unser, 20 laps; 4. Al Unser, 20; 5. Steve Durst (Lola-Chaparral T332), 19; 6. Roger Bighouse (Chevron-Smith B24), 18. **Fastest lap:** Weitzes, 1m 22.4s, 122.33 mph.

Starting from the back of the grid Jackie Oliver went really well in the new Shadow to claim third place.





Johncock makes an early break from Foyt, Bobby Unser, Ruby, Sneva, Rutherford and Mosley.

INDIANAPOLIS 500

Bobby wins for Steely Dan

By GORDON KIRBY

Photos by CHARLES LORING

For more than two hundred miles last weekend's Indianapolis 500 settled itself into one of the finest in recent history. It became an energetic four-cornered struggle between the four prime constructors in USAC. Leading strongly throughout most of this long fight was Wally Dallenbach who pushed his way up from the seventh row so that by the sixtieth lap he was able to press his dayglo orange Wildcat into the lead, pursued by A. J. Foyt's Coyote, Bobby Unser's Eagle and Johnny Rutherford's McLaren.

Dallenbach slowly drew away from the others, his Wildcat working to perfection, while Foyt and Unser fought among themselves just clear of Rutherford. Over the long middle stages of the race Dallenbach maintained his strong control while the four team managers calculated and re-calculated their fuel consumption figures, planning all the time for those final 20 laps, and hoping in the meantime, that their machinery would continue to live.

But then Foyt ran out of fuel on the very lap that he was preparing to come into the pits and the time lost coasting around to his pit was enough to put him a lap behind his three protagonists. So it became Unser chasing Dallenbach from 20 seconds astern and Rutherford sitting a half dozen seconds further behind. Then suddenly, before those last 50 miles fell into range, Dallenbach's Wildcat belched out a small plume of smoke and trailed its way onto the apron with a burned piston.

So it was finally the Eagle of Unser versus the McLaren of Rutherford. But before they could attack those final laps, the darkening sky grew suddenly black, the wind picked up and blew coolly across the speedway and just as the two leaders swept into the pits for what both teams claimed was to be their final load of fuel, a short hard rainstorm emptied itself over Indianapolis. Both cars were able to do a single additional lap before the chequered flag was brought out 26 laps early.

Bobby Unser crept slowly across the finish line avoiding Steve Krisiloff, who was spinning to a finish along the slippery road surface. It was Unser's second Indianapolis victory and the first for Dan Gurney's All-American Racers. "We had plenty of fuel left," said Unser after, "we didn't put the boost up until after Sneva's wreck, and I think we could have handled anything from Rutherford." Rutherford finished a strong second, frustrated that he was unable to pursue those final laps, while Foyt unlapped himself with the two leaders' last minute fuel stops and finished an unhappy third. His hopes for his fourth Indy victory had again slipped away from him.

Although the USAC Championship, like so many other forms of racing, has fallen on hard times in recent days, the major teams seem at the same time to have pulled their resources together on a much stronger scale than that which they have enjoyed over the past few years. A. J. Foyt has finally got his machinery working at the pitch he has been trying to find for years, the McLaren team have attracted Gatorade sponsorship for their team and were able to add Allied Polymer support to their Indianapolis menu so that they could run a second car (for this race only) for Lloyd Ruby. All-American Racers have expanded their F5000 sponsorship (Jorgensen Steel) to include their USAC team and Patrick Racing have become a constructor this season so that their new Wildcats can display the colours of their new sponsor Sinmast. While the mid- and backfield have weakened these front-running teams have achieved a state of competitiveness which is

comparatively rare in USAC, and they showed their strength over the course of the long month at Indianapolis.

Foyt had taken the pole as everyone had expected him to do, the Wildcats had shown considerable potential — enough for Gordon Johncock to qualify second fastest (the best he has ever done at Indianapolis) and Wally Dallenbach to establish the fourth fastest speed (albeit leaving him back on the seventh row due to missing the first day of qualifying) — and Bobby Unser had qualified an unobtrusive third fastest claiming all the while that he was aiming only for a race set-up. McLarens sorted out their initial troubles so that on the one practice day in the week before the race Johnny Rutherford broke into the 190 mph bracket and showed that he was ready to go as fast as anybody.

There were then prospects for a real race of it this year, with Foyt labouring under the weight of

his pursuit for his fourth Indy win, Rutherford searching eagerly and confidently for his second successive victory and Bobby Unser working hard to defend his role as USAC Champion and disrupt his long drought in Indiana. The Wildcats, built and prepared by Foyt's old chief mechanic George Bignotti and driven by a pair of "chargers" like Johncock and Dallenbach were ominous dark horses.

The day previous to the race was hot and muggy. It was the type of weather where a racing journalist longs for one of those lazy days beside a mountain stream and curses himself for dragging his way out to a racetrack — particularly a concrete and steel stadium like Indianapolis.

With the sunset came a steadily thickening clot of clouds so that the full moon soon faded away. Its full eclipse of that night was hidden from us and we began to think only of rain and days of delay.

The next morning was a little less sombre however, although the temperature remained as obtrusively hot as on the Saturday. The morning was filled, as is the norm in Indiana with marching bands and buxom beauty queens while the crowd, huge and patriotic as always, pressed their way into the great arena.

RACE

At precisely eleven o'clock the Speedway's President Tony Hulman announced his yearly "Gentlemen, start your engines." As always the crowd burst into raucous applause, cheering and waving and stamping their feet as the 33 cars droned down the pit straight behind the pace car.

Johncock's Wildcat refused to start initially and took some anxious twirling of the team's aircraft starter before the Sparks-Goosen-Drake four cylinder whirred into life. Johncock was able to move into his place on the front row by the end of the first pace lap so that the Buick pace car, driven by movie star James Garner was able to pick up its gait and swing into a good rhythm.

Garner came barrelling off the fourth turn and aimed the Buick for the pit lane as the 33 racers began to bunch up behind him ("He really did a perfect job," said Bobby Unser later). They maintained their well-organised rows beneath the starter's stand and the green flag came sweeping down above them. Johncock caught things perfectly and leaped away, moving across in front of Foyt and leaving the Coyote to fend off Unser's blue Eagle.

Foyt shut the door cleanly across Unser's nose, while Lloyd Ruby pushed his McLaren smoothly across into fourth from the outside of the second row. The rest of the field streamed neatly through

	Driver	Sponsor/Chassis/Engine	Speed mph
Row 1	A. J. Foyt Gordon Johncock Bobby Unser	Gilmore Coyote Foyt V8 Sinnmast Wildcat-SGD Jorgensen Eagle-Offy 75	193.976 191.652 191.073
Row 2	Tom Sneva Mike Mosley Lloyd Ruby	Norton Spirit McLaren-Offy M16C Sugaripe Prune Eagle-Offy 74 Allied Polymer McLaren-Offy M16E	190.094 187.833 186.984
Row 3	Johnny Rutherford Billy Vukovich Salt Walther	Gatorade McLaren-Offy M16E Cobre Tire Eagle-Offy 74 Dayton-Walther McLaren-Offy M16D	185.998 185.845 185.701
Row 4	Jimmy Caruthers Al Unser Johnny Parsons	Alex Foods Eagle-Offy 73 Viceroy Eagle-Offy 73 Ayr-Way WNAP Eagle-Offy 73	185.615 185.452 184.521
Row 5	Bobby Allison Jerry Grant Bill Puterbaugh	CAM 2 Motor Oil McLaren-Offy M16C Spirit of Orange Country Eagle-Offy 73 McNamara Eagle-Offy 73	184.398 184.266 183.833
Row 6	John Martin Bentley Warren Duane Carter, Jr	Un-sponsored McLaren-Offy M16B Usona Purcell Kingfish-Offy Cobre Tire Eagle-Offy 74	183.655 183.589 183.449
Row 7	Gary Bettenhausen Jerry Karl Wally Dallenbach	Thermo King Eagle-Offy 73 Jose Johnson Eagle-Chev V8 73 Sinnmast Wildcat-SGD	182.611 182.537 180.648
Row 8	Roger McCluskey Bob Harkey George Snider	Silver Floss Rocket-Offy Dayton-Walther McLaren-Offy M16C Leader Card-Lodester Eagle-Offy 73	183.964 183.786 182.918
Row 9	Sam Sessions Sheldon Kinser Mario Andretti	Commander Motor Homes Eagle-Offy 73 Spirit of India Kingfish-Offy Viceroy Eagle-Offy 73	182.750 182.389 186.480
Row 10	Larry McCoy Steve Krisloff Dick Simon	Shurefine Foods Rascar-Offy Leader Card-Lodestar Eagle-Offy 73 Travelodge Eagle-Foyt V8 73	182.760 182.408 181.892
Row 11	Mike Hiss Eldon Rasmussen Tom Bigelow	Ayr-Way WNAP Finlay-Offy Shurefine Foods Rascar-Foyt Bryant Heating and Cooling Vollstedt-Offy	181.754 181.910 181.864

the first turn, only Salt Walther dropping out of line as his McLaren's oil pressure fluctuated fearfully. It turned out that an oil line had broken so that Walther came in after three slow laps and had his second car, driven by Bob Harkey, brought in so that he could take it over.

Meanwhile Johncock was pulling away strongly so that after two laps he had established nearly three full seconds of a cushion to Foyt, Bobby Unser, Rutherford and Ruby. But the Wildcat got no further ahead than that for over the next few laps Foyt began to close the gap with the works Eagle and pair of McLarens following the Coyote's path. By the eighth lap Foyt was nibbling at the Wildcat's tail and as they swept past the pits and into their ninth lap, A.J. whipped out and ducked inside Johncock.

The Wildcat lasted only a few more laps before stopping with some kind of electrical failure so that the leading group became a threesome consisting of Foyt, Unser and Rutherford. The eternally unlucky Ruby had dropped out a few laps earlier when the APG McLaren's Offenhauser burned a piston. Before that the Texan had been sitting comfortably in Rutherford's wake, well clear of all the others.

Just after Johncock disappeared Rutherford pushed his way inside Unser and set off in pursuit of Foyt. By this time the leaders were already in among the backmarkers and they spent the next handful of laps threading their way through the slower cars, neither Coyote, McLaren nor Eagle making much of an impression on the other.

Just past the 20-lap mark they all began to make their first fuel stops, Andretti, who had made some small impression through the midfield, being the first man to peel off. He lost a lot of time when the car refused to accelerate down the pitlane, finally getting going many laps behind. Mario's uninspiring recent series of 500s later came to an abrupt end when the car suddenly turned into the wall when he had his foot hard in it along the backstraight. He climbed out undamaged and mumbled something about rather being in Belgium instead. . .

After the first fuel stops the race settled into an initial pattern with Foyt holding a comfortable cushion to Rutherford who was even more comfortably situated ahead of Bobby Unser. Dallenbach had dealt easily with the midfield and was a little less than half a lap (that's 20 seconds) behind Foyt with Al Unser emerging in fifth, now clear of the midfield train.

The second round of fuel stops came and went with Rutherford and Bobby U slowly reeling in Foyt and Dallenbach catching all of them. Just before they all darted in for their second stops Mike Hiss spun into the wall, bringing out a yellow flag. Everybody duly stopped under the yellow and when the green flag came out a few laps later the first four found themselves in close company.

Dallenbach immediately accelerated past Bobby U and began an assault of Rutherford. Eight laps later the brightly-coloured Wildcat was

through into second place and two laps later Dallenbach carried his attack past Foyt and into the lead. Much like Rutherford a year ago, Dallenbach had let his charge through the field take him into the lead and now began to pull away on his own.

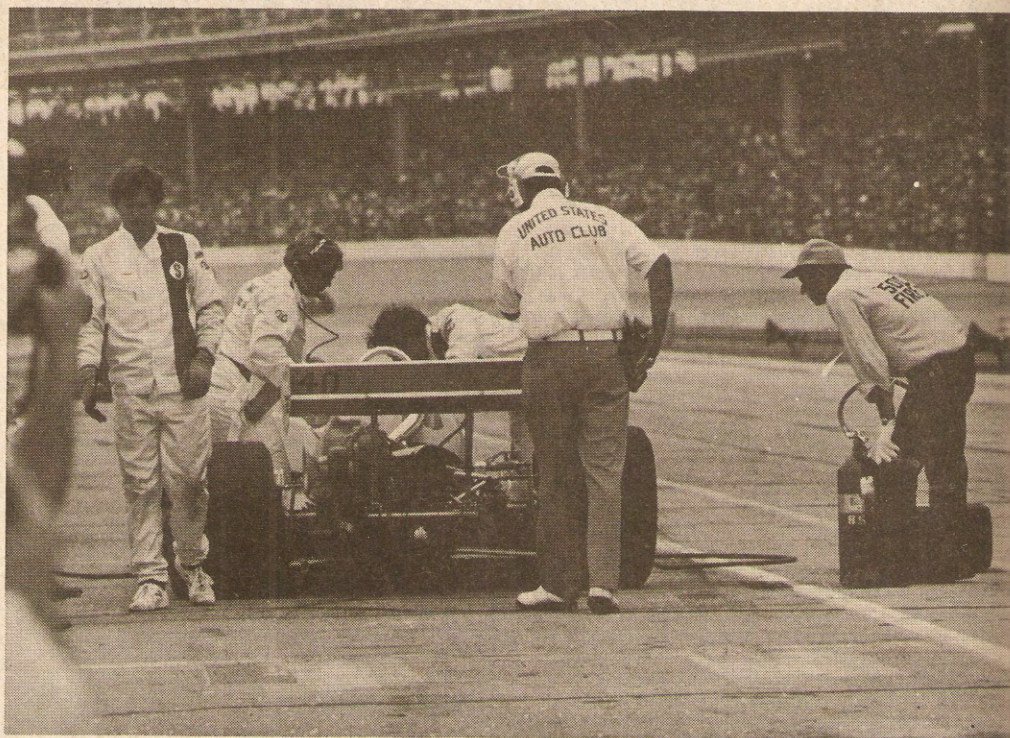
A half a dozen laps after the Wildcat took the lead the second yellow flag of the race came out when Andretti crashed. It again gave everyone the chance of a free pitstop.

When the green flag came out a few laps later Dallenbach swept away into a comfortable lead with Foyt pulling equally clear of Bobby U who had got past Rutherford due to a very rapid AAR pitstop. For a few laps Foyt chiselled away at Dallenbach's lead but then the Coyote began to drop back so that soon Dallenbach was all alone at the front and Bobby U was pushing hard behind Foyt.

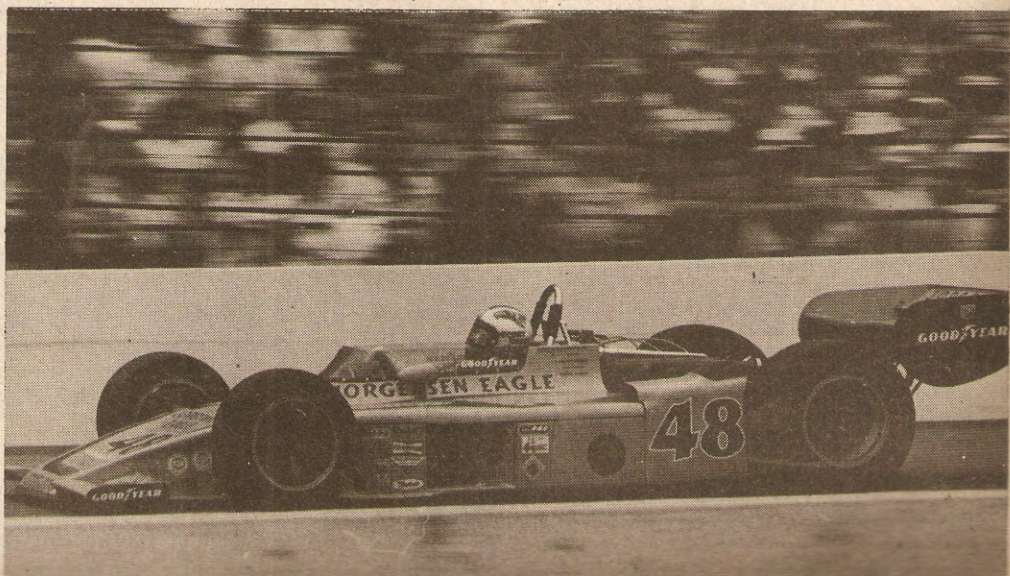
Over the next 30 laps Dallenbach continued to pull away easily while Unser chased after Foyt, sometimes trying hard to get by but never getting into a strong enough position to actually attempt to get by the Coyote. Rutherford trailed them for some time but when they came in for their fourth fuel loads the McLaren got by the Coyote and the Eagle thanks to some very quick work by the Gatorade team.

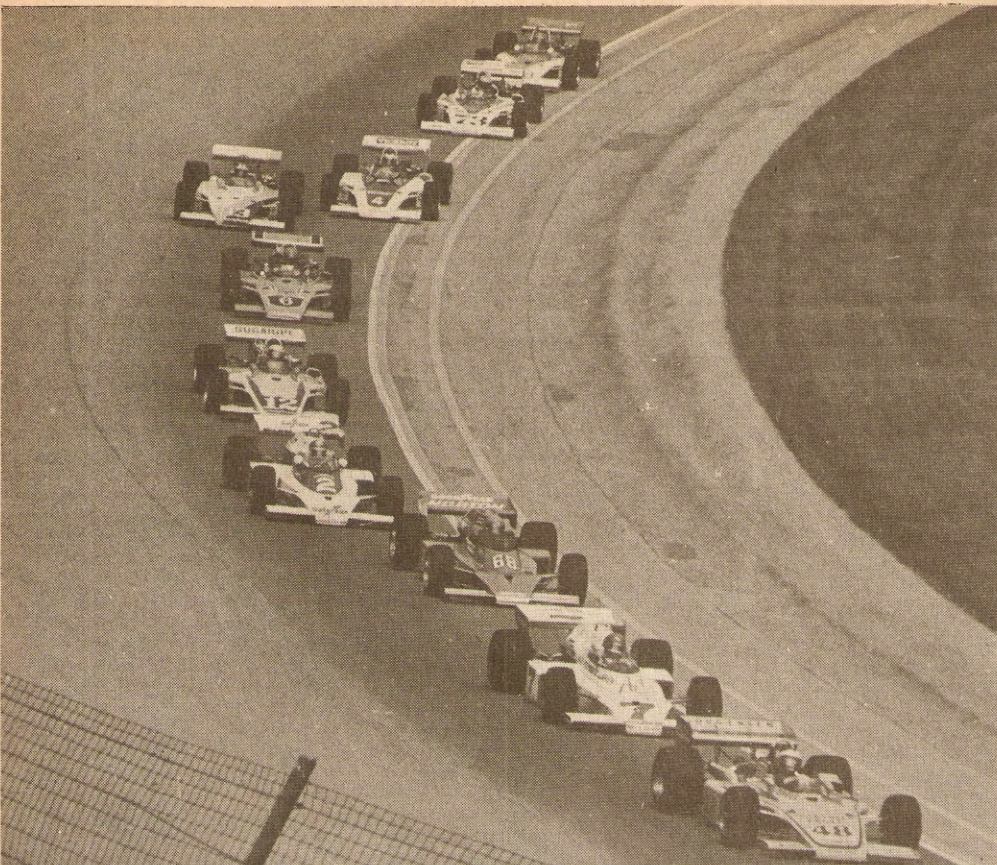
But second was not Rutherford's place for long. Foyt soon caught the McLaren just as they ran into a group of backmarkers and immediately he ducked inside and pulled clear while Johnny got stuck behind a slower car. A few laps later and Unser had also caught and passed the McLaren and had very soon caught Foyt again, so that they resumed their duel of a dozen laps before.

Again Unser seemed to be able to lap faster than



After dominating much of the race Wally Dallenbach's Wildcat retires with a burned piston (above). Bobby Unser on his way to his second Indy victory in the Jorgensen Eagle.





seconds later the McLaren followed suit. Neither car suffered any troubles and as Bobby accelerated away from the second turn he was still the same distance ahead.

The next time he placed his Eagle through the second turn his radio crackled with the information that it was raining heavily through the third and fourth turns. Dan Gurney implored Bobby to throttle right back and be ready for the rain, and sure enough as he ducked the Eagle into the next turn, the car darted away from him. Bobby caught it and swung back into the groove only to lose it again on the suddenly streaming surface. Again he collected it together and now, his senses aware of the rain, he trickled around to the finish.

As he came down the pit straight he saw ahead of him a ball of spray spewing about in the middle of the track. Bobby slowed the Eagle even more, "to about 35 mph!" sidestepped Steve Krisiloff's spinning machine and crawled beneath the chequered flag to win his second Indianapolis 500.

Rutherford followed Unser home and had an equally slow pace, crossing the line more than a minute later but still clear of Foyt, who had managed to unlap himself in the confusion. Into fourth place came Duane "Pancho" Carter, at 24 the youngest man in the field, who did a remarkable job of driving an Eagle which he had crashed badly in Thursday's practice and which had only had its rebuild completed early on Sunday morning. Steve Krisiloff also drove a determined race with his right leg encased in a cast below the knee after his first week practice shunt.

In addition to the retirement of Ruby, Johncock and Andretti, other front runners to drop out included Al Unser, whose Eagle broke a connecting rod after being delayed by a failure in the fuel metering system, Johnny Parsons, who dropped out of the top ten with transmission failure in his Eagle, Bobby Allison, who was running well in the Penske/Cam 2 McLaren until its gearbox failed, and Mike Mosley, who went out with engine failure.

It was then, a very good Indianapolis 500. A fine fight among four men, a well articulated victory for both Bobby Unser and All-American Racers, and clearly one of USAC's best and most optimistic days in years.

Indianapolis 500

May 25, 200 laps, 500 miles

- 1, Bobby Unser (Eagle-Offenhauser), 174 laps, 2hrs 54m 55s, 149.213 mph;
- 2, Johnny Rutherford (McLaren-Offenhauser), 174 laps, 2hrs 56m 6s;
- 3, A. J. Foyt (Coyote-Ford), 174 laps, 2hrs 56m 43s;
- 4, Duane Carter (Eagle-Offenhauser), 169 laps;
- 5, Roger McCluskey (Silver Floss Foods Special), 167 laps;
- 6, Bill Vukovich (Eagle-Offenhauser), 166 laps;
- 7, Bill Putterbaugh (Eagle-Offenhauser), 165 laps;
- 8, George Sinder (Eagle-Offenhauser), 165 laps; 9, Wally Dallenbach (Wildcat-SGD), not running at finish, 162 laps; 10, Bob Harkey/Salt Walther (McLaren-Offenhauser), 162 laps; 11, Steve Krisiloff (Eagle-Offenhauser), 162 laps; 12, Sheldon Kinsler (King-Offenhauser), 161 laps; 13, Jerry Karl (Eagle-Chevrolet), 161 laps.

Bobby Unser leads Lloyd Ruby, Tom Sneva, Johnny Rutherford, Mike Mosley, Al Unser and Jerry Grant.

Foyt on his own but was unable to get around A.J. Bobby later suggested that much of the reason for his problem with Foyt was that the Eagle was not fitted with an adjustable turbo boost control – the only car among the faster runners not so equipped.

But there was another reason. Foyt's Coyote had blistered a rear tyre, due apparently to A.J.'s earlier anxious pursuit of Dallenbach, and this was slowing the Coyote enough through the turns for Unser's Eagle to close right up only to have the better torque of the Foyt V8 sling the Coyote clear along the straights.

The Eagle's chase of the Coyote carried on until the 123rd lap. Three laps earlier Dallenbach had stopped for fuel, allowing Foyt into a temporary lead, but now both Foyt and Dallenbach were ready to dive in for their fuel allotments.

Into the first turn they swept together, but suddenly the Coyote hesitated and A.J. swung the car low out of Unser's path. Bobby shot past and away while Foyt waited for his engine to pick up and get him around to the pits. By the time that had happened Unser was long gone and Dallenbach had pulled out a full lap on A.J. It appeared suddenly as if Foyt's hopes for a fourth win at Indianapolis had slipped out of his reach.

It was just after this that Tom Sneva, running a good fifth in the Penske/Norton Spirit McLaren, was clipped by a slower car as he plied his way through the second turn. The blue McLaren bounced into the air, bounced off the outside wall and flew apart. The chassis rolled raggedly down the track, bits and pieces flying off all the time, as both Unser and Foyt weaved their way through the mess. Sneva was pulled quickly from the destroyed car and taken to hospital where it was discovered that he had, by some miracle, escaped any major injury. In fact he had broken no bones and was treated only for minor burns to his legs and lower body.

This shunt brought out the yellow so that everybody promptly pitted. Foyt took a long time to have his Coyote checked for damage as well as finally sorting out his blistered tyre problem. Unser stopped three times while the track was being cleared, topping up with fuel on the first stop and sorting out a handling problem of his own otherwise. His Eagle had thrown off a wheel weight and it took a couple of tries before Bobby discovered the right wheel.

When the green flag came out again there were 59 laps remaining – time enough for everyone to make two fuel stops. Dallenbach now had more than 20 secondsworth of a lead to Unser while Rutherford was even further behind the Eagle.

It stayed very much that way until Foyt started the next string of pit stops. A.J. got back out just late enough for Dallenbach to lap him for the

second time as the Wildcat carried on sounding crisp and healthy.

But two laps later Dallenbach's fine display suddenly ground to a halt as the Wildcat puffed out a quick spurt of blue smoke and coasted down to the inside of the first turn. He had again dropped from the lead of a 500 with a burned piston.

So it was down now to Bobby Unser's Eagle and Johnny Rutherford's McLaren. The Eagle was maintaining a handsome lead over the McLaren and with just one fuel stop remaining the chances of Rutherford catching Unser looked slim. Throughout the ten laps after Dallenbach's retirement Unser held the gap at between 18 and 20 seconds. He was beginning to look safe in his place.

But at the same time the sky had been growing ever darker and with it the temperature was dropping and the wind picking up. On the 172nd lap the Eagle peeled off and into the pits and 20

When it rains at Indy, it rains and the racing stops . . . even with just 25 laps left.



PRIVATE EAR



NICK BRITTAN

The Ear at Indy

Outside of race time Indianapolis is just another flat, featureless, bland, beige city in the middle of nowhere, in particular in middle America. Barbers still do short back and sides and better than 20% of all Bible sales in America happen in Indiana and its two neighbouring states, Kentucky and Ohio. It's like a giant, god-fearing, colourless trading estate.

On the outskirts of town there's a 433 acre site owned by Tony Hulman, the centrepiece of which is a two and a half mile oval track. This is the Brickyard, this is Indy; it's this and nothing else that has made the city of Indianapolis and Indiana a household name throughout the world.

Around the track great grey gridirons poke skywards; tier upon tier of seats, higher than a five floor house and further than they eye can see. Two hundred thousand people can be seated in this gaunt cathedral and each year in the month of May they come to worship. In the \$50 seats they worship the dead heroes of the past and brush tears from their eyes as the band plays "Back Home in Indiana." In the \$20 seats they worship the noise, the smells, the colours and the cars and the heroes of today. Down in the \$5 infield young middle Americans worship each other. They carry banners proclaiming "Mario we Love You" and "A. J. on Race Day". But mostly they screw and smoke a little pot. Their involvement is with each other.

Hulman's team have been working at putting together "The Greatest Spectacle in Motor Sport" since 1945. To say that they now have it together would be an understatement. About Indy Denny Hulme says, "Nothing is left to chance." Everything is official. There's a rule for everything. All women wear trousers, men don't wear shorts, shirts will be worn even in the garage area (fine \$25). Drivers will wear short hair and beards are not permitted.

Garbage

There's a programme to follow all through the magic month of May. Set days for this, set days for the other - drivers medical checks that cover everything from eyesight to VD. And everything happens to the minute. If there's a drivers' meeting at 10.58 it starts at 10.58. The place is wall to wall with personalities. Everyone knows the top men - they are part of the carefully promoted Indy legend. Clarence Cagel is the Supervisor, who will tell you to the ounce how much garbage was cleared from last year's race and how many miles of toilet paper were used; Jo Quinn the safety boss, who will carefully avoid telling you how many people have been killed at Indy during the past 60 years. Sid Collins the honey-voiced radio man, Donald David Davidson the ex-pat Britisher

who is the statistics and memory man for Indy - there's nothing about Indy, past or present, that he doesn't know and can't answer off the top of his head. Indy is a place for heroes and everyone finds someone to worship. You don't come to the altar, to this Shrine of Speed, unless you plan to worship.

Money

Mostly the drivers worship the money. Here a driver's career successes are measured not by the victories, not by the championships, but by the almighty dollar. Bobby Unser's win took his career earnings over the magic million. That was bigger news than his race win.

But at Indy and on the USAC trail nobody earns their money easily. The first two rows of chairs at the drivers' meeting were filled with top money earners - it twinkled in the half light like a Christmas tree - diamond rings flashed from every finger. A diamond ring to an Indy driver is what a purple heart is to a combat soldier - part of the uniform. But they don't need badges to signify their profession. Something else tells that. It's the tight, taut, shiny, wrinklefree patches of skin. Faces, necks, arms, hands and stubs where fingers used to be, tell of the Indy drivers greatest hazard - fire.

But not all 33 men on the grid are hero chargers. Like any Grand Prix field only the first dozen are real triers. Indy has its coast and collect men too. Those who work hard enough to make the grid and, once there, race in low profile knowing that a place on the grid will keep them in the hero rating for another year and there's always the consolation of £5,000 for finishing last.

Tears

The beautifully honed build-up is a masterpiece. The whole place is like a cheap alarm clock being wound up by the hand of Tony Hulman. For a month he and his men wind it a little everyday until that magic moment 15 minutes before the race when the final ritual starts. Every emotion-jerking trick in the book is used. They play Taps, they play the Anthem, Jim Nabors sings "Back Home in Indiana", grown men wipe tears from their eyes and then the place erupts as Hulman says "Gentle . . . mun . . . startttt . . . yuuuuuur . . . en . . . gines." The race is an anticlimax.

Garish

Who do you notice most of all at Indy? You notice the drivers because they are old men. The average age of the front two rows was 38 years. There's no place here for young men with heavy right feet and big balls. Indy is the home of the thinking racer, the man who has learned to lap at 190 mph and work out the strategies.

You notice the pit crews immaculate in beautifully tailored, but garish uniforms and you boggle as they service their drivers who peel off the banked turn four at 170 mph and park their front wheel on a two inch wide line. In 17 seconds they swap a front and rear wheel and dump in a full tank of fuel.

Peanut butter

You watch the drivers service their fans. Autographs, smiles and more autographs. And for the younger ones there's the perk of the pretty girls with peanut butter legs, who line the pit fence. Peanut butter, as every American sandwich eater knows, is soft, brown and spreads easily.

You marvel at the mass of media men who cover Indy. The local paper with 11 reporters and feature writers, who miss nothing and report everything. Craig Ammermann, the youthful portly 27 year old Associated Press sports boss, who controls his team of 130 people like an Army Colonel. Eighty cameramen shoot off 1,400 rolls of film during the month. He monitors five reporters on field telephones during the event and with their input writes a two and a half hour running story during the event. Indy is a big news for AP. Next week he covers the biggest ball game of the year at the Super Bowl with a crew of six.

You notice Linda Vaughan - Miss Hurst Shifter - the unofficial Queen of Indy with her head of hair like spun candy floss, a smile that shows all 28 pearly white teeth and the largest bosom in captivity. Linda is to Indy what Nell Gwynne was to the court of King Henry.

YMCA

You meet the Unser brothers - Bobby and Al. Both now two time winners here and as different as Cain and Abel. Indy sports writer Bob Collins says, "If the Unsers are in town and you hear that one is in jail for brawling and the other in bed at the YMCA, you don't need to ask which is which."

This year's winner, Bobby, is a man of great speed and little charm. He likes books with pictures in and doesn't know how to drive slowly. He drives his racer like it was meant to crash. He drove with his feet and Dan Gurney's head. A radio link provided the connection. Each turbo-charged Offy gets just 40 gallons of fuel for the race and each driver has a boost control switch on the dash.

Each driver except Bobby Unser, that is.

Boost equals speed, and speed equals an unacceptable thirst for fuel. So Bobby's boost was dialled in by Gurney from a switch in the engine bay during pit stops.

But the Unsers are winners. There was another brother, Jerry, who was incinerated here in 1958. Indy owed the family that fourth win.

"Yup"

You meet Lloyd Ruby, 47 years old and here for the 16th consecutive year. Never once as a winner. Always a front runner, always in the leading bunch, often leading but never winning. But still trying. He moves slowly off the track, thinks a lot but says little. Interviews with Lloyd are often a succession of "Yups" and "Nopes." This year for the first time he has forsaken his open-face helmet. "Took me a while to get used to them Bell helmets," he admits. "Was like racing with ma haid in a barrel," he drawls in his soft Texan accent. Was he disappointed with his result, this year? "Twern't no different to all the other years." His Allied Polymer McLaren retired with a burnt piston on lap five. He was running fourth. Back again next year, Lloyd? "Yup."

You ask Teddy Meyer, who performs the mental gymnastics that keep the two McLaren cars in the front bunch, to define the strategy that can take a car into Victory Lane. He did it last year with Johnny Rutherford and this year settled for second. "It's like playing Russian roulette with five chambers loaded."

The Calcutta-style Sweepstake is a feature of Indy. Every private group runs its own Calcutta. The McLaren entourage at Indy comprises many of Meyer's smart, wealthy New England friends; bankers, financiers, brokers, lawyers - big spenders with private Lear jets and chauffeured Cadillacs. For the Calcutta you buy the driver of your choice in open auction. Teddy took fifth choice after the big spenders had had their bids. He paid \$30 and drew Bobby Unser and won \$400.

Teddy is a winner.

The name of the game at Indy is winning. There are 33 cars in the field. One car wins, all the others are losers. This year A. J. Foyt dominated the Month of May. He ran two miles an hour faster than anyone else and owned the pole right from day one. AyJay is a three times winner. He was all set to become the first man in the long history of the Hoosier bowl to win four times. Maybe with four wins he would have retired. "But then again maybe I wouldn't. If you can do it four times maybe you could do it five," said the handsome, broad faced, super hero Texan. He finished third on the same lap as the winner after running out of fuel and collecting a puncture running over crash debris at mid distance.

"Tough luck, AJ", hollered someone from the Unser garage after the race. "Get 'em next year."

"Yeah, next year." And then quietly to himself, "Why not this year?"

Anticipation

Next to the dollar the single most important thing about Indy is Next Year. Since 1911 it has thrived and grown on the anticipation of Next Year. Indy is a giant pressurised, turbo-charged, self-generating spectacle - a legend in its own lifetime. Long after the automobile has become obsolete Indy will continue to exist. Hulman's men would convert it into the world's biggest drive-in movie and show action replays. And they'd still get a quarter of a million people through the turnstiles.

Indy fan Denny Hulme sums it up best of all. "Indy . . . she's a funny old place."



Back in business

We appear to be back in the points scoring business again thank goodness. After clocking up zeros in Spain and Monaco my second place at Zolder, and six championship points, makes me feel a whole lot better.

I'd run in second place for most of the 70 laps on this punishing twisty circuit and in the late stages, with ten laps to go, I thought I had a chance of improving my situation by that one vital position. Ken appeared at the pit wall holding out a board saying — 11 SECS LAUDA GO!

I knew something was happening with Niki's Ferrari because Ken only comes to the wall and hangs out signs when there is something big in the offing. So I turned up the wick but try as I did the gap remained the same. It wasn't until afterwards that Ken told me that the Ferrari engine was sounding so rough that he thought I might be able to pressure him into blowing it up if I got onto his



"Ken only comes to the wall . . . when there is something big in the offing."

tail. No such luck. It turned out to be a cracked exhaust pipe that was making Niki's engine sound like a tinful of rusty bolts.

He kept it all together and won his second GP on the trot. And I very nearly didn't make it to the line. Two laps from the end the engine cut and I knew I was running out of fuel.

I slammed on all the pump switches and said a few rude words to speed the fuel on its way up the fuel lines. But with two laps to go it was going to need more than blasphemy to keep the fuel on the move. Happily I had built up a useful cushion of time over Reutemann back in third place, and I

was able to feather-foot it around using only fourth and fifth gears in a Scheckter Economy Run to the finish. I hauled up and stopped once I'd spluttered my way over the finish line — there was no way I'd have made it around that slowing-down lap. I reckon there couldn't have been more than a pint of petrol between me and those six world championship points.

Niki takes over the lead in the title chase with 23 points and I'm fifth with 15 points — so it's pretty close still with nine races still to run.

Although I'd never raced at Zolder I had put in some days driving a saloon car there recently. Elf did one of their camera car days there for Belgian and Dutch journalists and a day running around with journalists on board in the Renault camera car was enough to tell me which way up the place was and where the trick bits were.

On the first day of practice I thought, "Ah, this is good news." I was reeling off batches of good quick laps very comfortably — I was fourth fastest — and there was plenty more to come from the car. But come day two I got caught out with a sticky throttle and this upset the handling of the car, particularly when it came to squeezing the last half second out of it. I was dropping further and further back on the grid . . . it was like one of those nightmares where you try to run away and your legs won't move. So I started the race ninth fastest, back on the fifth row.

It isn't often you start from the fifth row feeling

"I knew that Brambilla was going to be no trouble. The March has small brakes and is underbraked on most circuits — here he was going to be history before quarter distance."

confident. But Ken and I were both smiling, knowing that we had a little something going for us that was going to be a big help in the race. All through that last session of practice we had concentrated on tuning the brakes. We checked and double checked on the balance between fronts and rears and on the pad wear and temperatures and adjusted everything until it was spot on.

With its two chicanes the 2.6 mile Zolder track is a real stop-go-stop affair and you spend an awful lot of time stamping on that middle pedal. Here was a race that could be won or lost in the braking department. I think it was Ettore Bugatti who once said, "Any fool can make a car go fast, but it takes a genius to make one stop." He was right. And Ken knew it too.

My start was perfect — even though I say it myself. I passed three cars before the first corner and by the second lap I was up with the leading bunch and in fourth place. Pace was leading, then Niki and then Brambilla. I knew that Brambilla was going to be no trouble. The March has small brakes and is underbraked on most circuits — here he was going to be history before quarter distance. By lap nine Niki was in the lead and I was second. I tried pressing him. I'd get it all wound up

"Pretty soon I came to the conclusion that there was no percentage in pressing Niki into making a mistake. The harder I pressed the more I realized that any mistake was likely to be mine."

and put in a flyer of a lap and close a second or so. Next time round he'd have taken the second back. I went faster; he went faster. I eased up; he eased up. He was running the race from the front. Behind me, the rest of the field were sorting themselves out and falling out and pretty soon I had a clear half minute of daylight between me and third place, which was cosy and comfortable.

Pretty soon I came to the conclusion that there was no percentage in pressing Niki into making a mistake. The harder I pressed the more I realised that any mistake was likely to be mine.

I watched Ronnie stagger away from his Lotus shrouded in a dust cloud and goodness knows how many layers of catch fencing. He appeared brakeless into the chicane. Then Emerson dropped from fourth place to seventh and a lap adrift when his brakes started getting secondhand. Apart from the tyres changing their handling characteristics about half way I had no problems — apart from the sweaty moment with the personal fuel crisis. When the tyres changed it took me a couple of laps to adjust my driving style to suit and off we went.

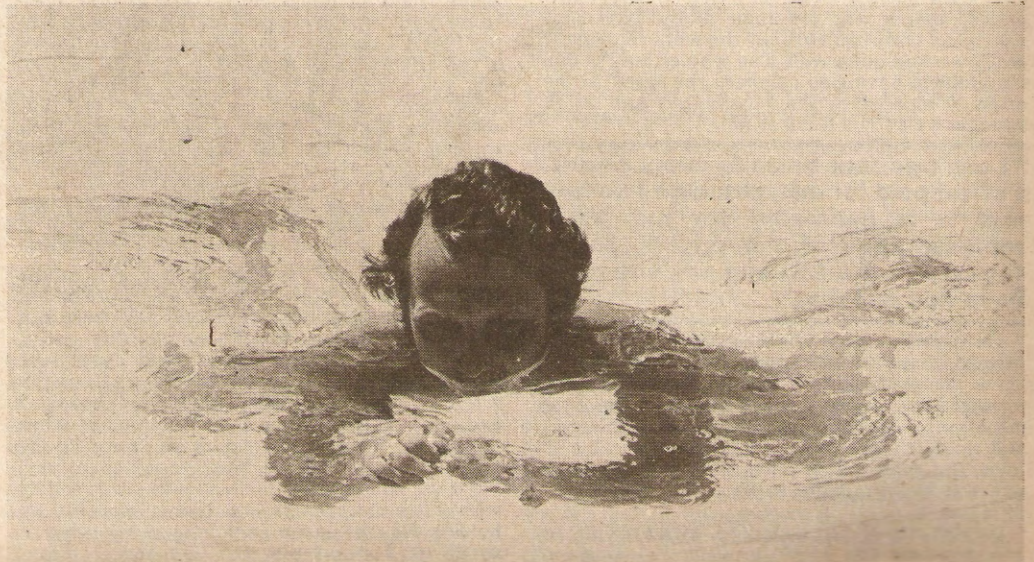
There's so much happening in a race that it feels like it takes a month to run and afterwards it takes a while to piece together what happened. James Hunt went out again with mechanical troubles — gear linkage I think. Regga stopped for a new wheel at the pits and swept back through the field to collect a new lap record and fifth place and my team mate Patrick raised a smile on Ken's face by finishing fourth. Second and fourth gives Ken a decent slice of the prize money.

We did some testing at Zandvoort after Zolder and after only 18 laps I was just a few tenths behind the Shadows and Niki's Ferrari so that looks promising for the Dutch GP.

Now I'm down Nurburgring paired with Jochen Mass to run in an Alfa for the 1000 Kms race here this weekend. The car feels a bit of a handful but I guess most sportscars feel this way on the 'Ring. I think Jochen is down to take the first turn at the wheel and I hope that performing in front of a German crowd doesn't inspire him into unnecessary heroics. I'd like to do my fair of the 1000kms; apart from the fact that racing sportscars can be good fun, it's also super useful experience for the German GP. There's no substitute for experience on the 'Ring. The more you get the better you go. I see John Watson is down here too doing the same thing in one of George Loos' cars.

Then we're off to Sweden. Last year I scored my first-ever Grand Prix victory there. Can we do it again? I rather think that depends on Niki Lauda.

Niki Lauda is currently stroking his way ahead in the world championship table.



Beltoise on safety in Grand Prix racing

By CHRIS WITTY

Following the furore which surrounded the Spanish Grand Prix a little over a month ago, we wrote an editorial putting the onus of circuit safety back toward the Grand Prix drivers themselves. We mentioned an incident which happened at the French circuit of Magny-Cours where a total of four regular Grand Prix drivers took part, and one of them was the Grand Prix Drivers' Association's voluntary circuit inspector, Jean-Pierre Beltoise. In our view, we thought parts of Magny-Cours were suspect and because of what had occurred in Spain, we challenged the drivers' cause for circuit safety.

Our editorial was brought to Beltoise's notice and he asked whether he could put forward his views regarding his position within the GPDA, why he chose to race at Magny-Cours and what he, the GPDA, the CSI and F1CA are trying to do in the future toward making motor racing a great deal safer.

Following our editorial in the May 8 issue of AUTOSPORT, you have asked for the opportunity of this interview so that you could outline the case from the other side. What points would you, as a representative of the Grand Prix Drivers Association, like to bring up?

I understand that you said that Magny-Cours was unsafe. Without thinking as a Frenchman, it was perfectly adequate, and I would like to think that I know. I was the strongest voice against using Clermont-Ferrand for this year's French Grand Prix. I have never had anything against Clermont, I just have something against very bad tracks. But coming back to Magny-Cours, you have no argument. Accidents happen in fast bends. The faster it is, the worse it becomes with regard to safety. Magny-Cours isn't fast. It's quite a good circuit. In addition to this, you have a lot of room to escape at all the corners. You said in your editorial that the guard rail was not properly bolted. This, I don't know. I asked the organisers the other day about it and they said, "no, it was impossible." but certainly I agree with you, some parts were not bolted together.

In my opinion, it's better to have a poor guard rail which is built in a straight line than to have a very good one on the outside of a corner. There you can have a very bad accident by hitting it at an angle and passing either under, or over, the barrier. For instance at Pau the other week, Gabriele Serblin's accident, when his wing broke, proved some points about barrier installation. His car didn't pass under the rail, even though the barrier wasn't to the latest FIA requirements. The reason being that at Pau, they didn't want to do it this year as they already had been granted a three year track licence. However, after the accident I noticed that it was the angle of the pavement which had absorbed virtually the whole impact. It really worked quite well. The whole thing is one big problem having to compare the speed to the angle, compared to the possibilities and as to whether it's a town track or not.

"I can't go four times to every circuit. I'm not paid for this, although I do feel that it is necessary for me, as a representative of the drivers, to go forward to the CSI and say you must have this and that."

One point that I would like to stress is that at Magny Cours I was looking around for two to three hours regarding its safety facilities. I managed to put better catch fences at the tight right hand hairpin before the start even though I still think it's still not right. I then was able to lower the guardrail on other parts of the circuits where it was too high. In fact, I checked many little points.

At Monaco we had a meeting with the CSI. At this meeting the Formula One Constructors

wanted to come with the drivers to check the safety facilities of the circuits. Their main point though, was they didn't want to sign any contracts until they had made sure the circuit was safe. Anyway, I agreed that they should come to speak on safety because the better ideas we have, the better it will be all round for all. We've done a good thing. We have talked and we hope to have found a solution for the tracks. It was to have an inspector, but not necessarily an engineer, to inspect the tracks after the visits of the CSI, the GPDA and, if they want, the Formula One Constructors. The CSI Safety Committee are all engineers and very good engineers at that, with a good point of view. We are all visiting tracks and always having discussions. I know them all very well from my six or seven years experience on circuit safety in France. One is Monsieur Delfosse, who is of the same capacity as your own Basil Tye. He is now working as engineer for Alpine-Renault.

The CSI should send a man after our visits to check that all our requirements have been carried out. He should go along to the circuit, armed with the FIA yellow book, and stay there for a long time. This could take as long as four days to do it properly. This can't be my job; it can't be the job of a driver. It also cannot be the job of someone like Basil Tye or anybody at the CSI who are not, in fact, paid for this.

I must explain that I spent very little time at Pau because I was testing later at Nogaro, but what I did was sufficient. I also spent little time in Barcelona too, but I did spend far longer at Monaco. However, although I spent a lot of time there, it's not really my job. I did this because I like Monaco and the people there. I went there four times. That's too much really, I can't go four times to every circuit. I'm not paid for this, although I do feel that it is necessary for me, as a representative of the drivers, to go forward to the CSI and say that you must have this and that. Then the CSI must come and check my report to see that everything is done. If there is an imbalance, then we can contact the CSI and bring it to their attention.

The CSI refused to accept responsibility for Barcelona.

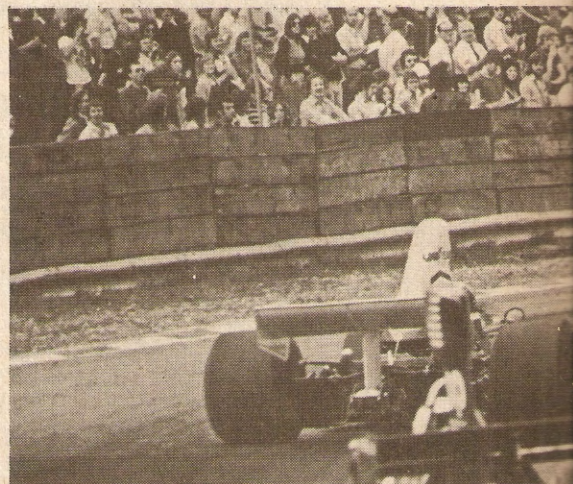
Yes, and that was very bad in fact. We, at the GPDA, proposed, and everybody was more or less in agreement, that the race should have been run as a Grand Prix, but out of championship status. Had this been accepted, we could then have worked right up until Sunday morning getting the safety facilities as right as possible. Had the teams and mechanics not done their tremendous work during the four or five hours we were in the caravan, it would have been very bad indeed. What we should have done was to work solidly with only a short practice on Sunday morning. By holding the race as a non-championship event it would have meant that the two, three or four



drivers who didn't want to race wouldn't lose any points. Also, by being non-championship, they wouldn't have had to race so hard. All the sponsors would have been happy because the race would have been on, the television wouldn't have been affected and all the spectators would have been contented because they still had a race. They don't care whether it's for the championship or not. That would have been the best solution.

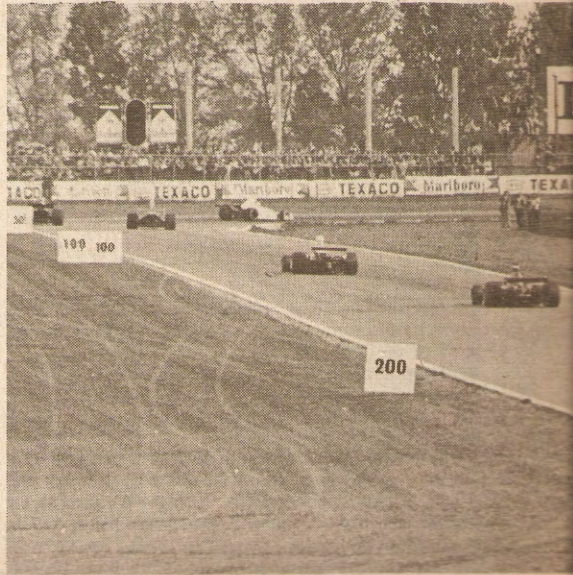
It is difficult to inspect a road circuit like Barcelona beforehand. Such a circuit can never be 100% safe. What is a safe circuit?

First of all we go to the track five to six months before the race. Then there is an inspection of the CSI two months before the actual event, although by whom I'm not sure, as it's not always the same man. This is why you really need a permanent inspector from the CSI, not necessarily an engineer, but who comes with the book and carries out the written regulations as I said earlier. But to come to your question, when you get circuits situated in towns, if you come two months before, there is nothing. It's only when they, the



The approved and disapproved views of Grand Prix racing, very dangerous."

Below Nivelles with huge run-off areas and poor spectator



organisers, begin to get serious about fifteen days before the race, like in Monaco, that you can carry out a worthwhile check. If they are not serious, as in Barcelona, where nothing was done up to eight days before the race, you can't really see anything. You then can't check properly even two days before the race, as some tried in Barcelona. But even if the CSI had a permanent circuit inspector, even in the case of Barcelona, the problem couldn't have been solved. One answer is that when a verification of a town track is carried out, the first thing must be to make sure its very, very slow like Monaco or Pau. If the organisers say that they can't do what is required, because of strikes or whatever for one year, even if they've been able to before, than you must say, "we are sorry but we must cancel the race." Of course that would be bad they, the organisers, must think about this. They must make the effort. At Monaco they can do the work and they say that they will do the work at Pau. I'm due to go over to the States soon to inspect the new track at Long Beach. I'm going to check it in the same way as the others. If for any reason it doesn't comply, then we'll have to cancel it. It should have been the same for Barcelona, but it's finished now.

Finished?

Yes, but I must tell you that the President of the Spanish Automovil Club told me before I came to the circuit that was the last time they were going to use the track anyway. It's fate had already been decided before the race.

Am I correct in assuming that you are not paid by the GPDA or the CSI to visit these race circuits beforehand. Is it correct to say that the Elf petrol company pay you to do this?

Elf pay my expenses for twenty one-day visits. In the beginning I suggested that it would be best to pay fifteen visits to the major tracks. So when I put the proposal to them, they suggested it be twenty. However, I'm going to visit thirty circuits now, and not just Formula 1 tracks. I'm going all over Europe, not just France, but to Mantorp Park

... and Oulton Park?

No, I haven't been there. It's too much to do all of them but I've been to Brands Hatch and Silverstone. I'm not paid a salary to go to Barcelona, to Monaco or to go to the CSI in Geneva or Paris and it all takes time. I am doing it in the cause of circuit safety.

Should the GPDA pay you?

We have said, or rather Emerson Fittipaldi has said, that we must all ask our sponsors to contribute towards safety on the track. Up until now only Elf have paid, but I'm not upset by this. I started with the support of Elf for twenty visits and for them, I feel that I must work very well in my job. As to whether I will do it again next year, we must wait, because I cannot see myself doing this for many more years. However, I think we are winning in at least 90% of the accidents. Say we are losing about four top-class drivers every year, I hope in the future it can be cut to something like one every two years, simply by what we are doing for circuit safety. But we mustn't let the Constructors and the CSI forget to do their part by making the cars safer.

I think the cars are a little too fast at the moment. If they slow down a bit, and I don't mean in top speed, it would be a lot better. Smaller tyres and smaller wings would give less grip and the cornering speeds would drop. It would be better for the spectators because the cars would slide more.

My French nationality aside, we are going to cut out the straight at the Paul Ricard circuit a little bit so that the cars won't exceed 300 kph. That is a speed in excess of many aeroplanes and, at that speed, the cars' behaviour through the air makes life a little difficult for the drivers. It's dangerous and it means nothing for the driver or the spectator.

Were the drivers right to do what they did in Barcelona?

I can't judge, especially as I wasn't racing. What I did say was that you couldn't cancel the race at the last moment because of the spectators and so forth.

In Barcelona the CSI simply homologated a track that was not possible to homologate. When the CSI arrived in force, they could see from the report that what should have been carried out, hadn't been done. If the organisers don't follow the report's requests, they can't expect a licence. So the CSI should have taken a decision on the state of the track and said that it was not safe. I don't understand why we do a report beforehand if no one takes any notice of it. The other stupid thing was when all the drivers were in the caravan talking, the organisers allowed Jacky Ickx and Vittorio Brambilla to practice for two hours, when they could have been working on the circuit. It was two hours completely lost.

If Grand Prix drivers can go to a race like Barcelona and make a stand for circuit safety, why do they then go and compete at an F2 race, say at Magny-Cours, which isn't in the public eye. It seems that they are prepared to pass over safety precautions.

I only went to Magny-Cours because it is very safe, certainly compared to your own Brands Hatch. Racing at Brands Hatch, as it is now, is very dangerous. You have too many points where, if you have brake failure, you can go straight on into the bank like John Watson. He was really very lucky because if the car caught fire, by virtue of the fact that he had to be cut out, he would have been killed. At Magny-Cours this can't happen. That is the reason why I raced there. I may race at Rouen, but only if they carry out some work I have asked for. In fact, as I'm not racing in F1 this year, I could race more often in F2 but I don't. One reason is that there are just too many tracks that are unsafe . . . like Thruxton. Ask Jean-Pierre Jabouille and Jacques Laffite what they think.

Why don't you do something about it?

I said we should verify Thruxton along with many other tracks, but someone in the CSI said, and I hadn't been there during the last two years, it was much better now. "Have you catch fences before the guard rails and earth banks?" I asked. "Oh yes," they said, but it wasn't true. It takes so much time. It's a full-time job. I don't really want to do it, but I only do it because I want to carry on racing for another three or four years and I don't want to be killed in a silly futile way like Revson, Francois and Koinigg. I certainly don't do it for the money. I could do a lot of other things for that.

Are there going to be changes in the CSI? Are they going to change their thinking?

I work with the CSI very well. They made a mistake in Barcelona as they were afraid to cancel the race with only three days to go. But at every other race, except Monaco, they are able to homologate the tracks two months beforehand and this is working very well at present.

The safety at every track we've visited is going to be much better this year than ever before. We do have a problem at the Nurburgring because it's not really safe. But it's such a big track and they've done such a wonderful job to date that you cannot say to them "we can't race." Anyway, they plan to construct a new shorter circuit in the next two or three years and you must therefore give them a chance to build this new track and race on the existing one, even if it is dangerous. That is my opinion.

We also have problems at Zeltweg, but I'm working on them at the moment. We want a slow corner situated before the fast corner at the back because it's much too dangerous. We have a problem, too, with Monza. They have two bad points at the Curva Grande and under braking into Lesmo. Then there are a few problems with Mosport and Watkins Glen but all this can be done easily.

"For me the best marshals in the world are those in England, especially at Brands Hatch where they have races every weekend and therefore always know what to do if anything happens."

Is someone going to be appointed to do this job of checking the circuits after your initial visits?

I don't know. In fact I'm a little afraid, but I honestly hope so.

At Pau I noticed the use of straw bales. Is this still allowed in racing?

It is allowed by the French authorities and it has been, because of this, agreed by the CSI to use them. But you see, it's a mistake to use them in some ways and not with others. If you use them to outline the track, a car can hit one and turn over, as Ronnie Peterson did at Montlhéry. That's a very bad employment of straw bales. But on the other hand, if you have them stacked up in front of a wall, they can act as the best method of absorbing shock should the car carry straight on while you are braking from 200 kph to 60 kph. I also think the straw bale is better than the fibreglass bale which, I believe, was tried at Brands Hatch late last year. They're too strong, especially when wet.

There are many people who say that straw bales can catch fire easily. They are wrong. Everybody knows that a driver in a burning car can survive for about thirty seconds. A straw bale is too compressed to catch fire immediately. After that time, the driver should have been freed anyway, plus the fact that you can put water onto straw bales without any risk.

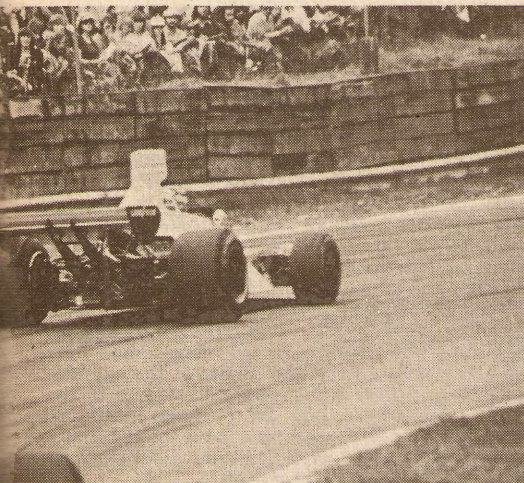
If you put forward this argument to an engineer, he will agree. I know, I've already discussed it with one, but the problem is too many people make decisions under pressure from others. Some wanted bales used at Monaco, others didn't, mainly because the CSI didn't want any unnecessary trouble. Many still mistake the role of the straw bale.

I noticed that the marshalling at Pau was particularly good in parts of the track.

Yes, there are a group of specialist marshals from Le Mans, but in France we're still not very good, but getting better though. For me the best marshals in the world are those in England, especially at Brands Hatch where they have races every weekend and therefore always know what to do if anything happens. I always use them as an example to the French.

Finally, what about spectator safety? If they are kept too far away from the cars they are justified in getting upset. Have you a compromise?

The compromise must be something like this. If the cars travel at 300 kph in a straight line, then you must have spectators at 20 metres. If it is a bend at 300 kph, then you can have them at 50 metres from the outside of the bend. But if its acceleration you see, or a hairpin, you can have the spectators very close, providing they are protected by good debris catch fencing.



Brands Hatch where the spectators have a good view "is





One runs out of superlatives when it comes to the Lotus Elite's handling.

A Lotus for the Elite

Eyebrows were raised when Lotus chose to go up-market at such a time. That the new Elite would handle like a Grand Prix car could be taken for granted, but could a four-cylinder car be sold for all that money? As the situation grew worse and worse, suddenly the Elite began to make sense, and its four-cylinder engine became its greatest asset. After some doubt initially, the customers grabbed their cheque books and Lotus, who had already slimmed their organisation and cleared the decks of other models, were all ready to produce the machine that would finally banish their kit-car image.

In the good old days of expansion, the typical Lotus customer had probably grown out of his MG or Triumph, but the man who will buy the Elite will most likely be saying goodbye to a Jensen or a Maserati. His educated palate will be critical indeed and I shall therefore consider his requirements in this article as well as the imperatives of the go-faster boys.

Though this new Elite breaks new ground in being a full four-seater, its design is obviously Lotus and the lessons of racing have helped to make it what it is. Having been round the Lotus factory, I am perhaps not giving away too many secrets when I say that the firm have by no means made their last two-seater, but for the present a single-model policy is in force, the different type numbers indicating only the level of equipment provided. My test car was a 503, which has just about everything including refrigeration and stereo.

Wisely, the central steel backbone and glass-fibre body construction have been retained. It's the right way to make cars in moderate quantities and there is an overwhelming advantage in being able to eliminate rust problems once and for all. Compared with other four-seater saloons of similar wheelbase, the Elite evidently suffers no weight penalty by reason of its composite build. The Lotus really is a full four-seater, unlike the 2+2 coupés with rear seats unsuitable for long journeys.

The front suspension is by wishbones and, as some compliance is desirable to combat bump-thump, the lower links are triangulated with the anti-roll bar. Power-assisted steering is found on

the 503, which indicates the kind of market for which it is intended. At the rear, the popular semi-trailing arms just would not provide the kind of roadholding that a Lotus must have, yet an independent rear end was essential for the sort of riding comfort demanded by a sophisticated clientele. The 'standard grand prix' rear suspension would cut through the rear seats, and a MacPherson derivative really demands a mounting point on the body shell. The chosen solution combines a long and very low trailing arm with a plain lateral link to form a wide-based wishbone, the top link being provided by the fixed-length driveshaft. Again, any geometrical anomalies are looked after by the compliance of the bushes.

The slant-four, five-bearing engine has a light-alloy cylinder block with cast iron wet liners and the light-alloy head carried 16 valves with bucket tappets. The camshaft drive is by toothed belts and two twin-shoke Dellorto carburetters are used. The unit got over its teething troubles in

Though the appearance of the Elite may be a little controversial, most people approve.



the Jensen-Healey and in the Elite it develops 155 bhp at 6500 rpm. The straightforward synchromesh gearbox has an overdrive fifth speed and the propeller shaft passes through the interior of the backbone to drive the hypoid unit, which is on four rubber bushes. The rear bushes are inboard-mounted on tubular extensions of the differential housing and the 10.4 in front discs have Girling calipers, with a Supervac servo and tandem master cylinders.

The doors are very wide, though the angle of opening is somewhat restricted. The rear seats are very comfortable, but I did not like those in front, largely because the fixed head restraints gave me a stiff-neck and prevented me from wearing a hat — they can also be destructive of a woman's hair-do. Apart from that, the driving position is excellent, though a short driver might criticise the height of the scuttle. The interior treatment is very attractive, with well laid-out instrument dials, and there is a good all-round view. The slight obstruction of the interior mirror by the blind rear quarters can be overcome by a quick glance at the external mirror.

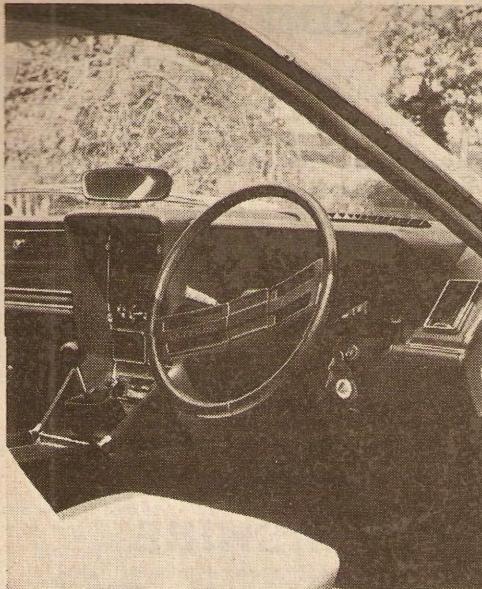
The engine is altogether smoother and quieter than I would have believed possible and I habitually ran up to 7000 rpm on the gears, which I avoid doing in the Jensen-Healey because of the high noise level. The refinement of the Elite that has taken place since I drove the early prototypes is almost beyond belief. The power unit sounds efficient but by no means obtrusive; my only criticism in this respect is that there are some odd noises that people on the pavement hear, perhaps caused by the camshaft belts, which are not in keeping with a high-class car.

Cold starting is immediate, but I would crave a warning light for the choke, which causes waste of valuable fuel if one leaves it in the halfway position when busy with traffic. The unit is flexible and pulls well on the higher gears, having no objection to long periods of idling and slow-running in traffic blocks. A light and responsive gearbox adds to the pleasure of handling the 5-speed box.

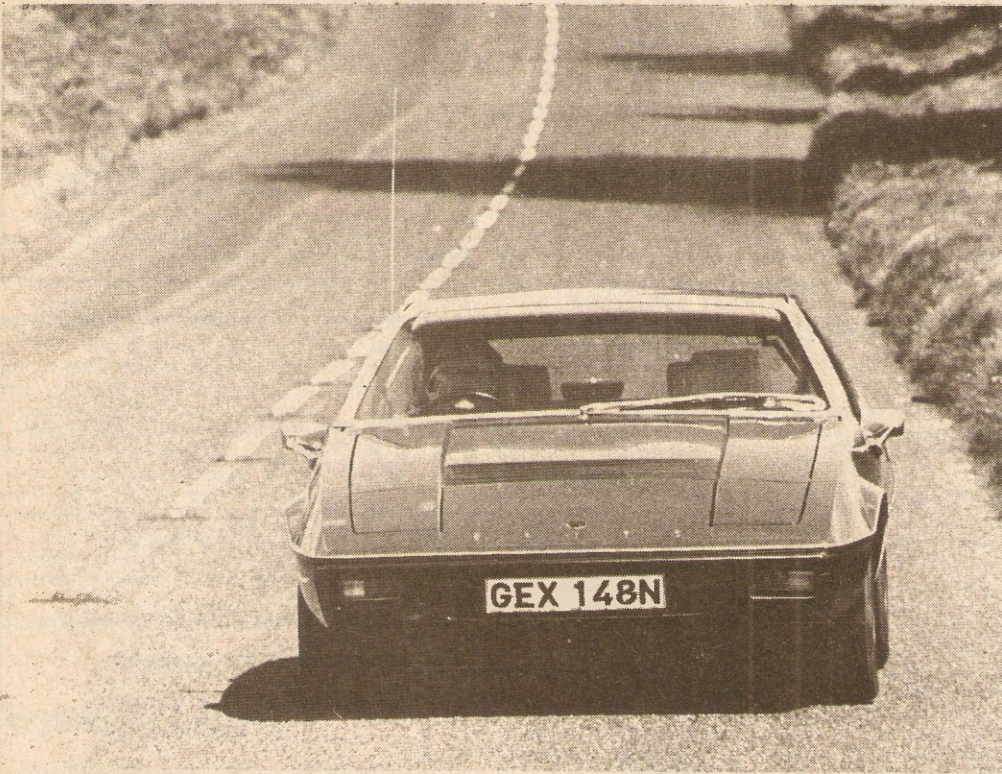
As the data panel shows, the acceleration figures are excellent; indeed, this 2-litre can out-perform the majority of four-seater saloons, some of them of more than double its engine size. Naturally, the acceleration is more dependent on using the gears than in a larger-engined car, but with a gearchange like that it's no hardship. The extremely low drag coefficient of the body allows the acceleration to continue briskly towards the high maximum speed and 120 mph can be reached in the most unlikely places.

Thus, the big car man will find all the performance to which he is accustomed. Fuel economy is, of course, the object of the exercise and most owners will return an average in the early twenties. Among 2-litre cars, only the fuel-injection Lotus would certainly be something — what about it, Mr Chapman?

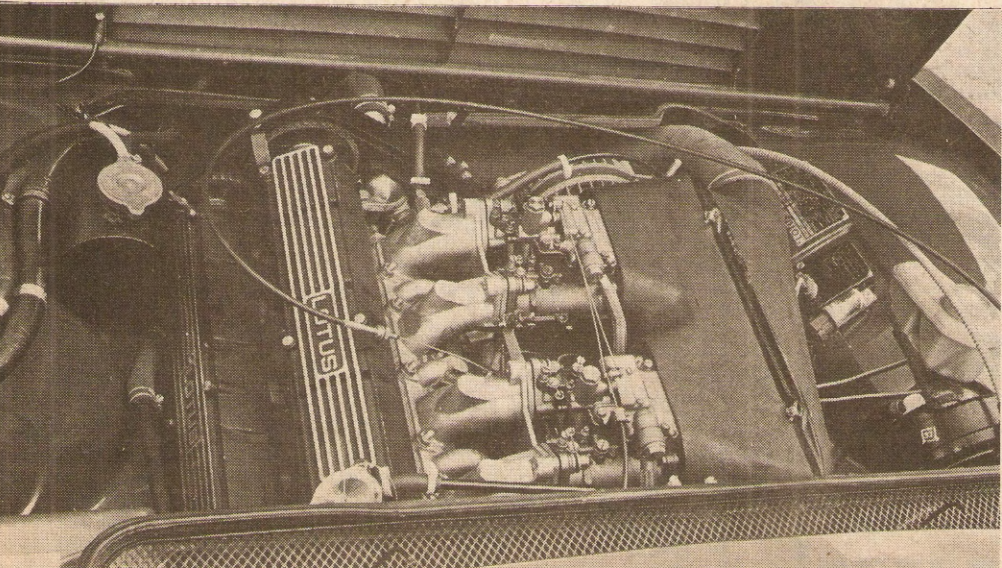
One runs out of superlatives when it comes to roadholding. The car simply goes round corners faster than would be believed possible, with no fuss at all. It out-corners any mid-engined sports



The driving position is excellent, though a short driver may find the scuttle a little too high. Below, the shape is certainly efficient at cleaving the air, which means more speed for less petrol.



In the Elite, the slant four cylinder engine develops 155 bhp at 6,500 rpm.



car I can think of, including the Lotus-Europa. If a corner is taken faster and faster, the rear end eventually starts to move out a little but even then there is no actual breakaway. A little Elan might be more nimble round a hairpin bend, but on all normal corners the considerable width of the Elite is scarcely noticeable.

The power-assisted steering does not mask the feel of the road and it is really only when parking that the assistance is felt and appreciated. By its steadiness in side winds, one might almost imagine that the car had front-wheel drive. There is little roll when cornering and the ride is truly excellent. The suspension feels quite firm yet the bumps disappear. The chassis remains level at all times, with no noticeable dive or squat, and this is a really modern suspension that makes cart-sprung cars feel intolerably crude. Outstandingly low levels of road and wind noise have been achieved.

The heating and air conditioning both work very well separately, but I found it difficult to get adequate cool breathing air and warm toes simultaneously. The stereo radio reception was good, which is not always the case with glassfibre cars. The brakes took all the punishment I could give them, without objecting, and were consistent

and light in action.

Though the appearance of the car may be a little controversial, I found that most people approved. I was scarcely prepared for the interest shown by non-motoring types, even little old ladies coming close to have a better look. Whether or not the shape will date is anybody's guess, but if it does the chassis will not be affected and its infinitely cheaper to make new moulds for glassfibre than press tools for steel. The shape is certainly efficient at cleaving the air, which means more speed for less petrol.

When I first drove the Elite, before its introduction, I was at once impressed with its roadholding but I thought that it was too noisy and unrefined. The hard work that has transformed the car in these respects has made all the difference; it is not silent as the term is understood at Crewe, but the sound level is now entirely acceptable and high revs can be employed without preventing normal conversation. The proof of the pudding is that, after a slow start, one now meets a surprising number of Elites on the road today. This is certainly the best made Lotus that I have driven and nothing came undone or fell off, which was not always the case when testing earlier models.

The trend towards larger engines has been abruptly reversed and the Elite shows that quite a big, wide car can motor to some purpose on only two litres. The lesson is that if you don't dissipate your power fighting the air, or flinging the car up and down over every bump, you will have a lot more left for pushing it along, which seems fairly logical after all.

As I write, the news has come in that the Lotus Elite has won the Don Safety Trophy for its primary and secondary safety and reduction of fire risks, its fuel economy and low emission of pollutants.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Lotus Elite two-door, four-seater saloon, price £6,673 including car tax and VAT.

Engine: Four-cylinders 95.28 x 69.24 mm (1,973cc). Compression ratio 9.5 to 1. 155 bhp DIN at 6,500 rpm. Twin belt-driven overhead camshaft operating four valves per cylinder. Two twin-choke Dellorto horizontal carburettors.

Transmission: Single dry plate clutch. Five-speed gearbox with central control, ratios: 0.8, 1.0, 1.37, 2.01 and 3.2Q to 1. Hypoid final drive, ratio 4.1 to 1.

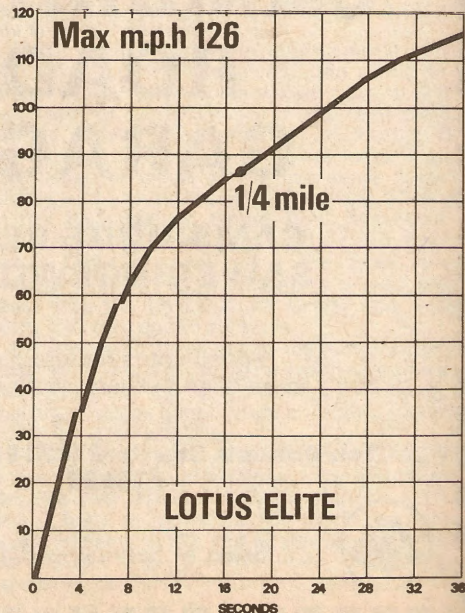
Chassis: Fabricated steel backbone chassis with saddle-mounted glassfibre body. Independent front suspension by wishbones with anti-roll bar triangulated to bottom link. Power-assisted rack and pinion steering. Independent rear suspension by wide-based lower wishbone and fixed-length driveshaft. Coil springs and telescopic dampers all round. Servo-assisted twin-circuit disc/inboard drum brakes. Bolt-on aluminium wheels, fitted Dunlop Super Sport 205/60VR14 tyres.

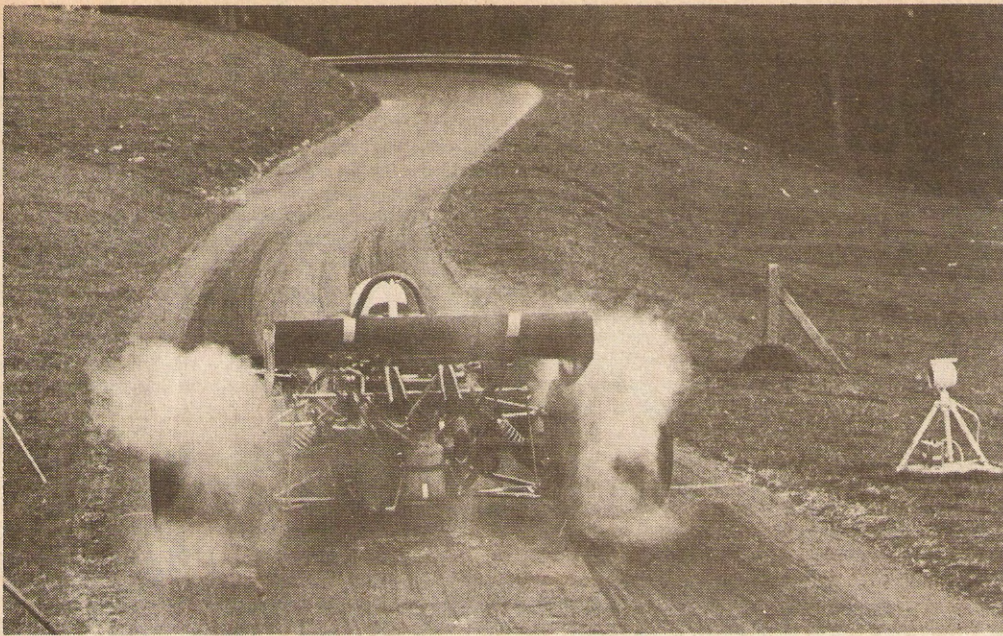
Equipment: Twelve-volt lighting and starting. Speedometer. Rev-counter. Voltmeter. Oil pressure, water temperature and fuel gauges. Heating, demisting and ventilation system with heated rear window and refrigerated air conditioning. Two-speed windscreen wipers and washers on front screen and rear window. Flashing direction indicators with hazard warning. Retractable headlights. Reversing lights. Cigar lighter. Stereo radio/tape with recording microphone. Electric window operation.

Dimensions: Wheelbase 3ft 1.8in. Track 4ft 10.5in/4ft 11in. Overall length 14ft 7.5in. Width 5ft 11.5in. Weight 1 ton 2.8 cwt.

Performance: Maximum speed 126 mph. Speeds in gears: Fourth 115 mph, third 85 mph, second 58 mph, first 35 mph. Standing quarter-mile 16.2s. Acceleration: 0-30 mph 2.8s, 0-50 mph 5.8s, 0-60 mph 7.6s, 0-80 mph 14.0s, 0-100 mph 24.2s.

Fuel consumption: 20 to 26 m.p.g.





John Cussins blasts his Waring and Gillow Brabham off the line to BTD and a hill record.

BARBON MANOR

Cussins' swop pays off

The fourth round of the RAC hill climb championship, staged by the Westmorland Motor Club at Barbon Manor last Saturday attracted an extremely large crowd, due mainly to the superb advertising by courtesy of the meetings' sponsors the Lancaster Guardian. Although the meeting lacked the slick organisation demonstrated at other championship hills the competition certainly produced a fair smattering of drama and fire. Having broken a drive shaft on his Waring & Gillow Chevron B32 while warming the tyres for his first run, John Cussins jumped into the second-team car, the Repco engined Brabham BT35X and having played himself back into the feel of his last years' car, really produced the

goods in the top ten to take his first championship win of the year and set a new hill record.

The sensation of the large racing car class was Alistair Douglas-Osborn who really took the course record to pieces with a fine climb of 23.76s with his Pilbeam. Chris Cramer just snatched second place with his Grunhulle Lager March by a tenth of a second from the Fenny Marine GM1 of Roy Lane. Despite an off on his second run which damaged a wheel Peter Voigt, having an outing in ADO's Pilbeam, took a fine fourth place ahead of the Brabham-mounted Cussins and the very much back on form Richard Jones with his Surtees TS10.

The championship run-off, although punctuat-

ed with delays, proved yet another cliff hanger and this week it was John Cussins after a ten tenths effort with the Waring & Gillow Brabham, who emerged victorious lowering the hill record even further to 23.69s. Such was the battle between the equal championship leaders, Roy Lane and Chris Cramer, that they both recorded 23.91s, Cramer taking second place on aggregate. Following Voigt's incident with the Pilbeam, ADO was unable to repeat his earlier form slipping back to fourth place at 24.24s, 0.4s ahead of Voigt. Into sixth place came Ken MacMaster with his Modus, surprisingly not matching his best time of day which he set in the morning practice session. Seventh place was taken by Richard Jones just 0.02s ahead of the second Waring & Gillow driver Malcolm Dungworth, despite not taking his second run due to a broken drive shaft. The top ten was completed by the two McLaren M10Bs of Martyn Griffiths and Don Robinson, both like Richard Jones in a top ten for the first time, and it was Griffiths who stole the two points for ninth place with his Severn Advertising car, 0.4s up on the Great Sutton Developments version of Robinson. The championship battle is now really hotting up and next Sunday sets the fifth round at the 70th anniversary Shelsley Walsh meeting and there can be no doubt that this very special meeting will be enhanced by yet another tremendous points battle in the top ten.

ROBIN BOUCHER

BTD: John Cussins (5.0 Brabham Repco BT35X), 23.69s. (Record).

RAC Hill Climb Championship Round 4 Barbon Manor: 1, John Cussins (5.0 Brabham Repco BT35X) 23.69s; 2, Chris Cramer (2.2 March Hart 74B), 23.91s; 3, Roy Lane (5.0 Fenny Marine Chevrolet GM1) 23.91s; 4, Alistair Douglas-Osborne (2.2 Pilbeam BDG R15) 24.24s; 5, Peter Voigt (2.2 Pilbeam BDG R15), 24.64s; 6, Ken MacMaster (2.0 Modus Hart M4), 25.21s; 7, Richard Jones (2.0 Surtees Hart TS10) 25.31s; 8, Malcolm Dungworth (5.0 Brabham Repco; BT35X), 25.33s; 9, Martyn Griffiths (5.8 McLaren Chevrolet, M10B) 25.92; 10, Don Robinson (5.7 McLaren Chevrolet M10B), 26.32s.

Class Winners: Bill Lord (2.0 Ford Escort RS2000), 33.30s; Barroglill Angus (1.0 Davrian Imp), 28.94s (record); John Walker (3.8 Jaguar E), 30.05s; Dick Smith (1.5 Frazer Nash), 36.64s; Randall Stewart (4.5 Bentley), 35.93s; Peter Blankstone (1.6 Mallock U2 Mk8B Ford TC), 27.52s (record); John Stuart (1.8 Mallock U2 Mk 15 BDA), 26.71s; Nigel Newth-Gibbs (2.5 Reliant Sabre GT), 33.60s; David Fyffe (0.5 Voigt-Konig), 29.26s (record); Alan Richards (1.1 Gryphon 3AR Ford), 27.09s (record); Peter Kaye (1.6 Brabham BT35 FVA), 26.95s; Alistair Douglas-Osborn (2.2 Pilbeam R15 BDG), 23.76s (record); John McCartney (2.5 Cooper Climax) 30.91s (record).

Hill Climb Championship Positions: 1, Chris Cramer, 36pts; 2, Roy Lane, 35; 3, Alistair Douglas-Osborn, 28; 4, John Cussins, 27; 5, David Franklin and Ken MacMaster, 23pts.

Working Motors Leaders Championship Positions: — 1, Alan Richards, 30; 2, Di MacMaster, 22pts; 3, David Fyffe, John Stuart, John Pascoe and Russ Ward, 18.

RUFFORTH

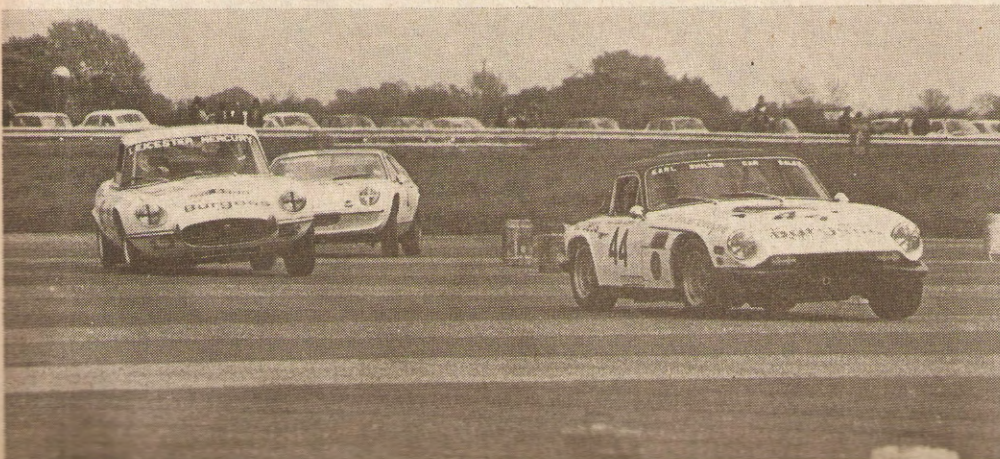
Simpson's turn for FF

Although the long-term future of Rufforth as motor racing circuit is in doubt for the time-being at least, meetings go on much as before. The BRSCC had laid on a programme on May 24 of seven races which were trimmed to six by the amalgamation of the Modified and Production Sports Cars into one race.

Formula Fords were first out and from the start it appeared as if Mick Starkey in the ATS Merlyn was going to lead to the flag, but John Simpson (Nike) and Kelvin Hesketh (Crossle) were chasing him hard; Hesketh had a spin and left Simpson to take over the lead when Starkey also spun and stalled the engine.

The first Saloon race was split into two classes;

Colin Blower leads Rod Gretton and Andrew Roughton during their Prodsports dice.



up to 1000cc and Mini 7s, and it was the Imp of Peter Pitman which won overall honours while in the Mini 7 class Colin Hesketh did likewise and in the process set up a new circuit record for the class.

The Sports cars were led from start to finish by the indecently fast Europa of Chris Meek which also won the Production sports class and set up overall fastest lap as well. The real racing went on between the TVR of Colin Blower, the V12E Type of his team-mate Rod Gretton and the Europa of Andy Roughton who were all after second place in the Prodsports class. In the Modified sports class, the E Type of John Oxborough came out on top and some rapid laps were put in by Peter May in an Arkley.

Tim Wood in the Magnum was at first led by the Mallock U2 Mk 17 of Raymond Edge, but at the flat these positions were reversed. In the smaller Clubmans class Ken Shipley put up fastest lap on his way to beating Geoff Lambert.

Again Peter Pitman's Imp was the only non-BLMC Mini in the second saloon race and again he beat them all. The only runner in the over 1300cc class was the Turbo-Mini of Ian Rogerson after the Escort of Brian Whiting had to be taken home (with a broken prop-shaft) after practice.

The finale for the day was a Libre event which was, as expected, a Tony Dean benefit even though he started with a ten second penalty in the F5000 Chevron. Any hope Tony had of setting a new lap record, if that was in his mind, went with the shower of rain which had been threatening all afternoon and with which the meeting ended.

PAUL BOOTHROYD

Tate Trophy Formula Fords (20 laps): 1, John Simpson (Nike), 27m 07.6s, 75.20mph; 2, Kelvin Hesketh (Crossle), 27m 40.4s; 3, Ray Turner (Marlyn), 27m 44.2s. **Fastest lap:** Simpson, 1m 19.0s, 77.46mph.

Troy Tire & Auto Special Saloons and Mini Seven (10 laps): Overall and Class A: 1, Peter Pitman (Imp), 15m 31.2s, 65.72mph; 2, Vic Borrowdale (Cooper S), 15m 50.6s; 3, Frank Wright (Austin Mini), 15m 51.4s. **Mini Seven:** 1, Colin Hesketh (BMC), 58.97mph; 2, Chris Hill (Mini); 3, M. J. Holgate (Mini). **Fastest lap, Class A:** Pitman, 1m 27.8s, 69.70mph. **Mini 7:** Hesketh, 1m 40.8s, 60.71mph (record).

D. C. Cook Production Sports Car Race & Modified Sports Cars (15 laps). Productions Sports, Class A and overall: 1, Chris Meek (Europa), 22m 24.0s, 68.30 mph; 2, Colin Blower (TVR), 23m 08.2s; 3, Rod Gretton (V12E Type), 23m 10.0s. **Fastest lap:** Meek, 1m 27.4s, 70.02mph. **Class B:** 1, Gerald Vaughan (TR6), 59.13mph. **Fastest lap:** Vaughan, 1m 39.6s, 61.44mph. **Class C:** 1, C. Wadsworth (Sprite), 53.25mph. **Fastest lap:** Wadsworth, 1m 43.6s, 59.07mph. **Modified Sports, Class A:** 1, John Oxborough (E Type), 57.77mph. **Fastest lap:** W. A. Langley (Jaguar), 1m 30.0s, 68.00mph. **Class B:** 1, Peter May (Arkley). **Fastest lap:** May, 1m 32.2s, 66.38mph.

Clubmans Cars (10 laps): Class A (1000cc to 1600cc) and overall: 1, Tim Wood (Magnum C75A), 12m 45.4s, 79.95mph; 2, Ray Edge (Mallock), 12m 52.8s; 3, John E. Muirhead (Mallock), 13m 32.8s. **Fastest lap:** Wood, 1m 14.8s, 81.81mph. **Clubmans Class B, (up to 1600cc FF):** 1, Ken Shipley (Mallock), 71.53mph; 2, Geoff Lambert (Mallock); 3, Alistair Mackintosh (Mallock). **Fastest lap:** Shipley, 1m 22.8s, 73.91mph.

Special Saloons (10 laps): 1, Peter Pitman (Imp), 15m 16.2s; 2, Lionel Dickson (Mini), 15m 24.8s; 3, Colin Hesketh (BMC), 15m 28.6s; 4, Ian Rogerson (Mini-Turbo), 15m 33.4s. **Fastest lap:** Rogerson, 1m 34.8s, 64.55mph.

Formula Libre (15 laps): 1, Tony Dean (Chevron B24), 18m 46.0s, 81.52mph; 2, Richard Simms (Chevron B24), 18m 56.6s; 3, J. Matheson (Griffin), 19m 30.2s. **Fastest lap:** Dean, 1m 07.4s, 90.80mph.

Massed display at Michelin's test day

Ideal weather blessed the Michelin test day at Silverstone, where a splendid array of foreign machinery awaited the onslaught of the motoring journalists. Some of them, I regret to say, could evidently write better than they could drive, or perhaps the boy-racer instinct was awakened by the thought of being let loose on the Grand Prix circuit. It was therefore excusable for some of the purveyors of exotic vehicles to entrust them to chauffeurs, though one can learn little from the passenger seats. After a most unfortunate incident, I would not be surprised to see Mercedes-Benz join the ranks of the chauffeur-driven brigade.

There was plenty of chaos in the paddock and one walked for miles trying to find some of the cars. As it takes a full week and a lot of hard work to carry out a road test, the impressions gained from three laps of an artificial circuit are not to be taken too seriously. However, for what they are worth, here goes . . .

The first car I drove was the big Mercedes-Benz 450 SEL. I have previously been critical of the handling of these cars, but this one had the best roadholding of any 'Merc' I have driven, perhaps thanks to its Michelin XAS tyres. In particular, the usual strong and sudden onset of oversteer on lifting off in a corner had been well subdued. The V8 engine gives a lot of power, though it is not as smooth as some Mercedes-Benz six-cylinder power units, while the automatic transmission responds well to manual selection; perhaps the lever could be re-arranged to avoid over-shooting into neutral. The power-assisted steering gives adequate feel of the road and the brakes cope well with the considerable weight. Fortunately, speedometers seem to exaggerate less nowadays, so perhaps I can mention a reading of 112 mph on the short straight.

Nothing could have been quite so different as the next car, the little Renault 5TS. This larger-engined version is great fun to drive and gets through corners surprisingly fast, in spite of very strong understeer — but Silverstone tends to be an understeering circuit. There's lots of roll, as is usual with French cars, and the engine is by no means silent, but we clocked 90 mph coming down to Stowe, which is satisfactory for a miniature estate.

The Opel D.O.T. Turbo-Manta has plenty of performance and the slight delay in throttle response is easily allowed for in driving; an indicated speed just over 110 mph was seen. The engine has a diesel-like sound when idling and the clutch pedal is fairly heavy to operate, but the car is smooth and not at all noisy at speed. For fast driving, there is too much understeer, and the inside rear wheel lifts on corners, causing excessive wheelspin. This is a promising model that might benefit from a little more development.

The Citroen 2000 CX is a high-g geared car with a long stride, intended for fast, economical travel on the *Routes Nationales*. On Silverstone, it was less happy, emitting loud screams from its tyres on the fast curves, and the impossibility of heel-and-toe was a great handicap. Such a track is no test of the very advanced suspension system and there were no facilities for measuring the fuel consumption, but a reading of 97 mph was noticed. The speedometer and rev-counter are curious devices, and I prefer the clear, round dials of the GS Pallas.

By far the best Volvo I have driven yet is the 264GL. The V6 light-alloy engine has fuel injection and it is altogether smoother and quieter than the similar unit in the Renault 30TS, which has carburettors. The car I drove had an excellent automatic transmission, the selector lever being properly arranged so that one could not find neutral accidentally. Also greatly to be praised is the new power-assisted steering, which is very light but gives plenty of information about the road surface. Perhaps the old-type chassis is a bit of an anti-climax after all this, giving a slightly choppy ride and the back axle lets go on corners occasionally. Nevertheless, the new-look Volvo is a big step forward and an indicated 96 mph was shown on the run down to Stowe.

Next, I made a big mistake! American Motors were taking their Pacer to pieces, so I drove their Jeep instead. I used to adore my own little Jeep, but all the charm of that immortal vehicle has been lost. The steering has little influence on its direction of travel, perhaps because the tyres seldom touch the road, but I managed a perilous 80 mph, mad, crazy fool that I am.

A delightful surprise was the Saab 99L Combi Coupé. Its high third gear suited Silverstone admirably and the speed through the corners was remarkable, the handling giving the greatest confidence. The engine is not at all noisy and has plenty of torque where it's wanted, while the gearchange is excellent. I would rate this the best-balanced and most rewarding car that I drove and I shall be applying for one to put through my road test routine shortly.

The Japanese are the masters when it comes to making lovely gearboxes and the 5-speed example on the Colt Lancer 1600 SL is perhaps the best of all. This is a nice little car with light, sensitive steering and though not a ball of fire, its speedometer alleged 93 mph. The ride is rather choppy but the handling is quite pleasant and this newcomer from Japan seems better made than some of its compatriots.

Finally, I launched myself on the Skoda S 100 R

coupé. The gearlever was too far away and the windscreen distorted horribly, but the sturdy engine in the tail gave all the power I wanted. The car is all right when driven moderately, but fast cornering tends to result in a series of tail-out swerves. I coped with this instinctively, because I'm an ex-Dauphine owner, but a sudden emergency on a wet road might be rather interesting, to say the least.

Please don't take any of the above too seriously, for, as I have explained above, the long, hard grind of a full road test is unavoidable in forming a fair judgement of a car. However, some useful information was obtained and if a few of my fellow scribes succeeded in frightening the living daylights out of me, at least it probably sharpened up my reactions!

JOHN BOLSTER

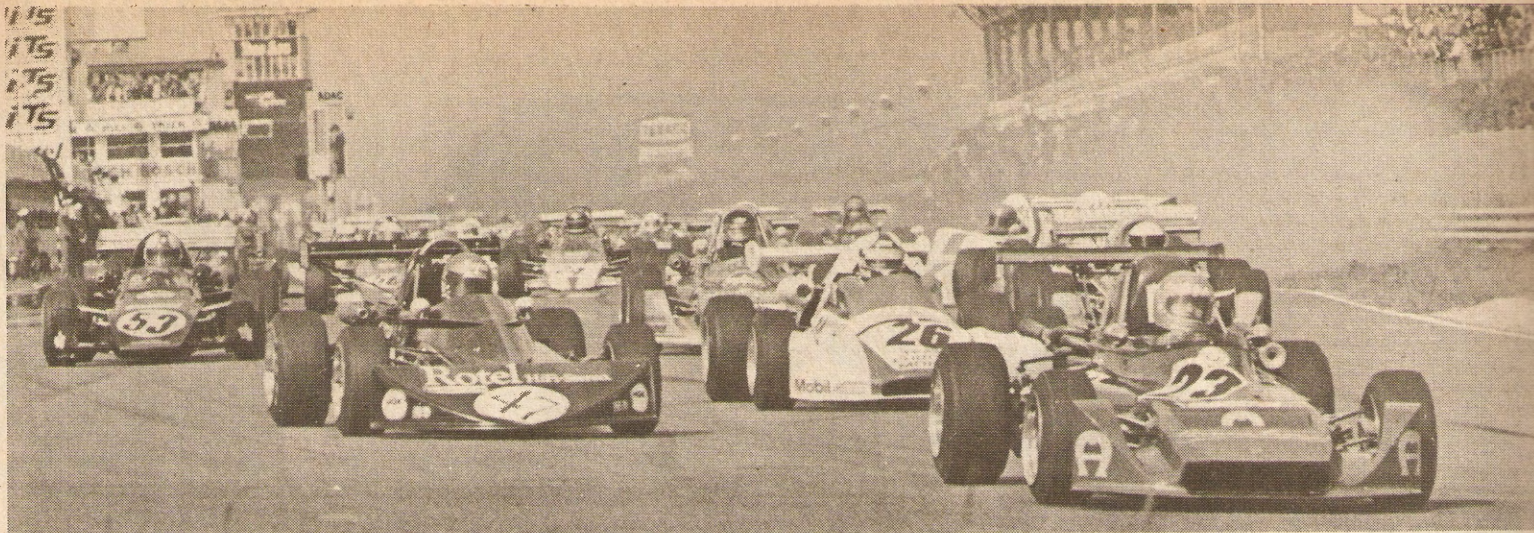


The Mercedes 450SEL proved to be the best handling Merc John Bolster has driven, perhaps due to its Michelin XAS tyres. Below, the Citroen 2000 CX is high geared and intended for fast economical travel, but was found to be less happy at Silverstone.



The Opel DOT Turbo Manta has plenty of performance and the slight delay in throttle response is easily allowed for in driving.





Freddy Kottulinsky's Modus-BMW leads the big F3 field off at the start. Conny Andersson (47) and Dieter Kern (26) follow closely.

NURBURGRING F3

Kottulinsky makes it

BY PAUL WATSON

Supporting the ADAC 1000 Kilometres at the Nurburgring last weekend was a six-lap International Formula 3 race for the Texaco Trophy — the first major continental F3 confrontation since Renzo Zorzi won the Monaco race earlier in May. Suitably inspired, Zorzi was at the 'Ring to try for another win, but was completely eclipsed by the two veteran Swedish drivers, Conny Andersson and Freddy Kottulinsky, who dictated both practice and the race. Andersson was fastest in practice by 3.3 and led the race until retiring with defective handling on the third lap. Kottulinsky then went on to win as he pleased with Dieter Kern of Germany second in an Alpine and Gunnar Nordstrom third with a Modus M1. During the race the F3 lap record was lowered by nearly ten seconds to 8m 5.2s by Kottulinsky, with Andersson going even faster in practice.

The one big disappointment was the almost total absence of the British contingent. All, save Graham Hamilton's MacDonald Shand/Ecurie Ecosse March 753, stayed at home following a variety of mishaps the previous weekend at Thruxton. This unfortunate situation accounted for Tyrrell, Neve, Hoffman, Hawkins, Sullivan and Stehlin while Rupert Keegan was still recovering from his leg-bending shunt at Thruxton, which also put paid to his chances of a ride in the 1000 kilometres.

Pride of place in the entry went to the sensation of Monaco, Italian Renzo Zorzi with the Scuderia Mirabella GRD-Lancia Beta 374, looking well worn after a year and a half of blistering round Monza, for Zorzi, like most Italians, rarely leaves his home country, a fact that makes his splendid win at Monaco even more surprising. At the other end of the paddock the massive Rotel Racing fifty-four foot Fiat transporter disgorged two diminutive black March-Toyota 753s for Sweden's number one F3 driver Conny Andersson and the six foot seven Italian novice Gianni Savoia. Rotel are members of the Rank Group of companies and manufacture stereo equipment. They take their motor racing very seriously and for Silverstone in July plan to charter a DC9 to fly down a party of VIP clients! Other leading Swedish drivers present included the evergreen Ulf Svensson with his two year old Brabham-Ford BT41, while Clas Sigurdson had a similar car and Lasse Karlsson an older BT38.

Modus were strongly represented by Freddy Kottulinsky in a Lotoy Modus-BMW M1, although this could be one of Freddy's last F3 races before moving into Formula 2 for his new sponsor Fritz Lochmann of Munich. Rumour has it that he will be running an F2 Ralt before the season's much older, his first serious attempt at F2, although he did much of the testing for Picko Troberg's GRD team a couple of years back.

The very pretty and competitive Maco 375s turned up, two of which were supported by top German sponsors, Jagermeister, and driven by 1974 Nurburgring winner and lap record holder Giorgio Francia and veteran F2/F3 driver Ernst

Photos by JEFF HUTCHINSON

Maring, both sporting Novamotor prepared Toyota engines, and looking very Tui-like. The worthwhile section of the entry was completed by Dieter Kern's Ford engined Alpine, the March's of Rudi Dötsch and Bertram Schafer plus Swede Gunnar Nordstrom in the Warsteiner backed TOJ Modus M1. Novamotor prepared cars dominated, their numbers being split almost equally between Ford and Toyota, with BMW, Neil Brown, and Holbay also in evidence plus a single and very torquy Lancia Beta engine for Zorzi's yellow GRD.

PRACTICE

Nobody, but nobody was going to get near Andersson in this race. This was the impression he gave before practice, and during practice he certainly proved it in no uncertain manner.

Friday's 90 minute session was cold and miserable, and none of the leading drivers seemed too worried about showing their hands this early. Andersson nonetheless cruised round just fast enough to head the list with a time of 8m 14.3s, just one tenth of a second faster than the equally experienced Freddy Kottulinsky in the leading Lotoy Modus. However, Andersson's effort very nearly ended in disaster at the Karussel when he came up behind an orange Maco, driven, he thought, by Ernst Maring. Knowing that Maring would let him through without any fuss, Andersson dived inside only to be chopped in the side by Erhard Miltz in what turned out to be the identical car to Maring's. The monocoque was dented, but the Swede was able to press on.

Of the others, unluckiest man of the day was Graham Hamilton who blew his engine in a mere half a lap, packed his bags and went home. Clas Sigurdson was third fastest on 8m 18.4s, with Dötsch next on 8m 16.3s, then Francia a second slower and Maring half a second slower than that. Gunnar Nordstrom was the only other driver to break eight-twenty with an 8m 18.4s, Dieter Kern having engine trouble with the Alpine and the Italian Piergiovanni Tennani wiping a rear wheel off his March 743 which made him a non-starter.

Saturday was much warmer, and likewise the pace soon hotted up. Conny Andersson's handling of the Rotel March 753 was a joy to behold, for no Formula 3 driver knows the 'Ring better than Conny, and if ever a driver put this knowledge to good effect, then it was him. Lap after lap he brought his times down, finishing with a stunning 8m 4.7s, a full ten seconds under Francia's record for the circuit, set up in the Interseries meeting last year. Andersson's old rival Freddy Kottulinsky tried all he knew to imitate this, improving by over six seconds to 8m 8.0s, while Kern, his Ford-Novamotor twincam now sorted, leapt up to a close third with 8m 8.5s.

Sometimes Formula 2 driver Giorgio Francia finished fourth fastest with 8m 11.2s, having taken the top plane off the double wing following Friday's practice. He was just ahead of Nordstrom

with 8m 11.4s and Maring on 8m 12.2s. Dötsch and Zorzi were close with 8m 13.0s and 8m 13.2s respectively, Ulf Svensson coming next with his immaculate Brabham recording 8m 13.5s. Schafer and Sigurdson completed the competitive section of the field with identical times of 8m 14.6s.

RACE

A field of 34 cars took the start, Kottulinsky leading away, but Andersson exerted his authority before the end of the first lap to lead across the line from Kottulinsky, Kern, Francia, Nordstrom, Maring, Zorzi, Svensson, Dötsch, Sigurdson and Heinz Lange in a March 743/753.

There was no shaking off Kottulinsky, and, in spite of Andersson setting a new lap record of 8m 7.1s on lap two, the Lotoy Modus hung on, drawing away all the time from the Alpine of Kern. Nordstrom passed Francia on lap two, but the Italian stuck with him. The wily Svensson moved ahead of the next group which consisted of Maring, Zorzi, Dötsch and a rather breathless Sigurdson, who was finding it increasingly hard to hold on with his Brabham-Toyota BT41.

The fight for the lead seemed too good to last and sure enough on lap three Kottulinsky rushed through the North Curve ahead while Andersson looked to turn off and stop in the slip road. However, he seemed to change his mind, and charged on, but the rear end of his March was now doing all sorts of diabolical things and before the lap was over he had abandoned with a broken shock absorber.

At four laps Kottulinsky had a safe lead of eight and a half seconds on Kern, and it was increasing gradually all the time. Nordstrom was eight seconds behind that in third, and six ahead of Francia. Quite the best dice of the race was for fifth place with Maring now in charge from Dötsch, Svensson and Zorzi, Sigurdson having completely lost touch, and now driving on his own ahead of Brack's old GRD 373, Hakan Alriksson's similar car and the rest. Karlsson was out with engine trouble having not qualified but being allowed to start.

With two laps to go the main positions remained static save that Dötsch had dropped back to the back of the group fighting for fifth. He now started taking unnecessary risks so as to hold on, and very carelessly rammed Svensson from behind in the Swallow Tail Curve. Both cars left the circuit at speed, Dötsch's being written off against the armco, and Svensson — the innocent party — suffering damage to the rear frame and one corner.

There were no further incidents and Kottulinsky sailed home 12s ahead of Kern, having, in the process, reduced Andersson's lap record to 8m 5.2s on the fifth lap. Nordstrom was third, twenty seconds later and then came Francia on his own ahead of Maring and Zorzi who kept their fight up to the bitter end.

Texaco Cup
Formula 3 6 laps, 137.01 kms.

- 1 Freddy Kottulinsky (Modus-BMW M1), 48m 59.6s. 169.427 kph.
 - 2 Dieter Kern (Alpine-Nova Ford), 49m 11.5s.
 - 3 Gunnar Nordstrom (Modus-Nova Toyota M1), 49m 30.2s.
 - 4 Giorgio Francia (Maco-Nova Toyota 375), 49m 40.9s.
 - 5 Ernst Maring (Maco-Nova Toyota 375), 49m 49.3s.
 - 6 Renzo Zorzi (GRD-Lancia Beta 374), 49m 49.5s.
 - 7 Clas Sigurdson (Brabham-Nova Toyota BT41), 50m 7.7s; 8, Bernhard Brack (GRD-Nova Toyota 753), 50m 57.8s; 10, Giancarlo Comazzi (GRD-Nova Ford 373), 51m 8.1s.
- Fastest Lap: Kottulinsky, 8m 05.2s.



Above – Roger Clark on his way to yet another rally win – his sixth International Scottish victory and his third successive win with the new Escort RS1800. Clark was in his usual top-five position right from the start and soon established a lead once the rally sorted-out. This year's Scottish has shown that the Escort is still far ahead of all potential rivals with virtually total domination of the top ten positions. The '75 Scottish proved very different from the usual blazing sun, dry and dusty going, for conditions soon deteriorated after a promising start, and by Sunday night competitors were coping with gale force winds and rain. Worse was to come as the cars travelled north towards the

Aviemore night halt with unseasonal snow flurries hampering progress on some stages. Several of the top Escorts suffered from brake balance problems, particularly Billy Coleman's car. Mäkinen was rumoured to have suffered similar problems, though Chris Wathen was in biggest trouble with binding front brakes – so bad at one point that the front wheels locked-on at a loose hairpin. Russell Brookes pulled dramatically up after the first few stages to pass all other Ford drivers and follow the 'Master' home. John Taylor impressed many, with his run but suffered a maximum on Tuesday morning after an excursion.



Roger Clark takes his sixth Scottish

Below – Ian Gemmell's Avenger tackles the first of the very rough Ae stages. The Maconochies car retired with a blown head gasket after much fettling which was required after the car contacted a "giant hole" on Ae 3, knocking the water pump out of action due to engine movement. Colin Malkin suffered a maximum on Monday morning when a steering knuckle sheared on Drummond Hill and was down the field in 18th place as we closed for press. Robin Eyre-Maunsell retired after shock absorber trouble and an off.

Below – Tough luck once again for the Chequered Flag Stratos. Walfridsson was in trouble right from the start with shock absorbers and on the second stage of Cardrona landed heavily on a rock, smashing the sump guard and splitting a gearbox housing plate. With severe oil leakage and damaged sump guard bolts another heavy landing broke the replaced plate. Temporary repairs were made with glass fibre at Dumfries but on the following stage the transmission began to seize and Walfridsson decided to call it a day.

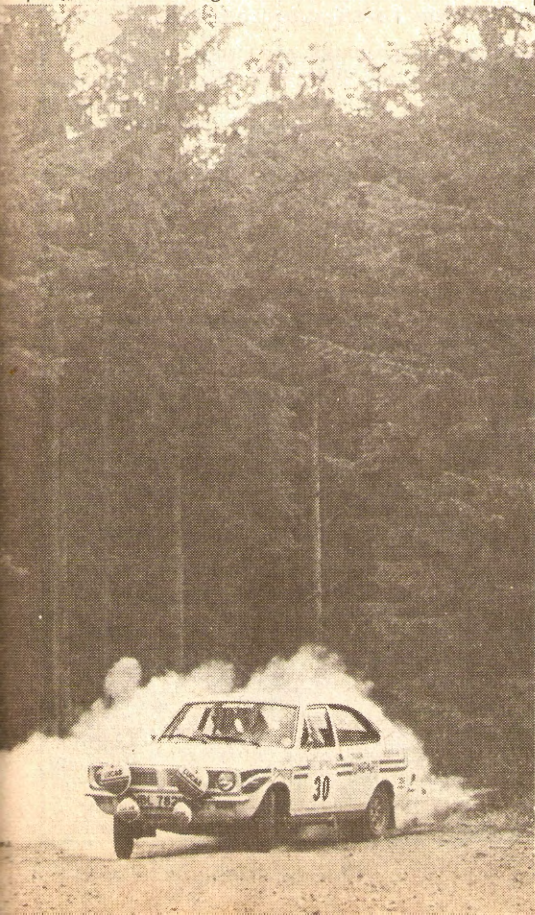




Above – flying high on Ae 1 goes the Andrew Cowan/Hugh McNeill “The Scotsman” SMT Vauxhall Magnum. The car was forced out in the early evening after a high speed roll. Cowan extracted the car from the forest but damage was too severe for the crew to continue. Will Sparrow’s fine run came to an end with a suspected dropped valve. DTV’s G1 car, of Paul Faulkner and Monty Peters, was holding DTV honours intact at the time of press, leading the class narrowly from Grewer’s Ascona. George Hill’s Martin Group car was still running as we closed but had suffered for much of the rally from a deranged front track after a puncture caused some damage. On Tuesday morning the Martin Group car then suffered an off but at press time was believed still running. In the Opel camp Ari Vatanen’s ageing car was deteriorating with the rough going and was suffering many niggling problems. Tony Pond, however, was well in command and was an incredible 2nd at Dumfries on Sunday evening. A bent wishbone slowed the car to a degree during the night, but on Monday evening Pond was still ahead of Timo Makinen.

Below – Haugland looks well at home over the jumps and at the time of press was still running and holding the class lead. Markku Saaristo suffered a troubled run, breaking three shock absorbers on Ae3 and retiring later in the evening with no oil pressure. Earlier, a stage run without fan belt slightly cooked the engine and the overheating led to his eventual retirement.

Below – Pat Ryan in typical pose with the Team Unipart Leyland ST 1.3 Marina. Soon afterwards however Ryan suffered a heavy roll and retired soon after the Dumfries halt. Until then the Unipart car had been hanging-on surprisingly well to the Skodas of Saaristo and Haugland. Worse was in store for British Leyland when Brian Culcheth put the reliable Dolomite Sprint well off the road and on its roof in Kindrogan on Monday. Culcheth was reported to have flown a considerable distance into the trees after failing to negotiate a lurking corner.





Jock Robertson led the early Britax laps before retiring. Bill Sydenham, Tony Lanfranchi and Neville Knight are putting on the pressure.

CADWELL PARK

Friswell shatters another

Clubmen's star Geoff Friswell excelled at last Sunday's BARC Championships meeting at Cadwell Park, when Sid Offord and John Wickham did their slick Batman and Robin act at the Lincolnshire venue. Friswell not only made mincemeat of his opposition in the National Organs Championship race — at one point his Hart-engined Mallock U2 Mk 16 was five seconds a lap faster than his best rivals — but he came within 0.2s of cracking the outright circuit record. In a day when seven new lap records were set, Dave Millington and Peter Monkhouse won the Forward Trust events, Bill Sydenham and Derrick Brunt took the Britax honours, Peter White flew to victory in the BAF qualifier and Fergus Tait added to the new marque Delta's reputation in the Formula 4 championship event.

Conditions were dull and overcast in practice. In fact, all seemed set for plenty of rain, but following a few spots during the lunch interval the weather cleared and the sun put in one of its rare appearances.

The large-capacity Forward Trust competitors opened the afternoon's sport, this eight-lapper being dominated by the Brook Hire Liverpool Racing duo, Tony Sugden's 1840 cc BDE-engined Escort led for three laps, but team-mate Dave Millington's Firenza was knocking on the door hard and eventually found an opening on lap four. Thereafter Millington drew away to win by 10.2s. The FVC-powered Escort of Paul Rhodes was a lonely third, finishing sufficiently in front of Phil Winter's fourth-placed (and class-winning) Mini to prevent a 10-second penalty for a push-start altering the actual on-the-road positions.

Race two, the National Organs Clubman's qualifier, saw Geoff Friswell on pole position. In practice Geoff had lapped his U2 in 1m 29.8s, a mere 0.4s off Brian Henton's outright circuit record established a year ago in a Formula 3 March 743. Despite a none-too-meteoritic getaway, there was no stopping Friswell in the race. At first he opened about 5s a lap on his pursuers, but then 'eased off' to complete the eight laps 31.6s in front of Ruari Gillies' Gryphon C4A. Gillies spent most of the race fending off David Orbell's Stallwood U2 Mk16, although on the last lap Orbell dropped a second or two, while Martin White's fourth-place Delta Motor Co U2 Mk14 remained the only other unslapped runner. Did Friswell crack the lap record? No, he was 0.2s off with 1m 29.6s, 0.8s better than his own class record set three years ago. Down among the FF class, Nick Scott (U2 Mk14) stole a last-lap victory.

Jock Robertson's luck was out in the cheaper Britax race. The 22-year-old mechanic's Marshall Wingfield-entered Mazda RX3 began to draw away, as always, but entering lap three his mount collapsed and died. Now three other musical

members of the rotary club fought out the honours, Bull Sydenham and Tony Lanfranchi sopping the coveted number one position with the honour of their record companies — A & M and DJM respectively — at stake with Neville Knight's Hitachi entry close behind. Sydenham triumphed with Lanfranchi second and Knight third after a last-lap adventure when ahead of Big Tone. Simon Kirkby's Halesfield Motors Simca Rallye 1 was untouchable in the tiddlers section, but second man Tony Stubbs (Lada 1200) had his hands full fending off Mini men Peter Jopp and Tim Dodwell.

The two Rob Roy Racing/D. J. Bond Royale RP21s of Peter White and Geoff Lees recorded a resounding 1-2 win in the hotly-contested BAF FF 1600 race. Jim Walsh's ShellSport Hawke DL12 led for the first half lap, but fell back after inspecting the greenery. Thereafter White wasn't headed, while his team-mate Lees climbed from fourth to second. Walsh recovered to third on the very last lap at the expense of 23-year-old Canadian Rod Bremner (Crosslé 25F). Tiff Needell ran second for three laps, but then his Elden PH17 fell to the back of the leading bunch and finished fifth.

The smaller Forward Trust race was the duller event of the afternoon, with only five of the 12 starters still circulating at the end. Peter

Forward Trust Special Saloon championship round, 1001-1300 cc and over 1300 cc (8 laps): 1, Dave Millington (2.3 Vauxhall Firenza Coupé), 13m 37.4s, 79.27 mph; 2, Tony Sugden (1.8 Ford Escort BDE), 13m 48.6s; 3, Paul Rhodes (1.8 Ford Escort FVC), 14m 13.2s; 4, Phil Winter (1.3 BLMC Mini-Cooper S), 14m 16.4s. **Over 1300 cc class:** 1, Millington; 2, Sugden; 3, Rhodes; 4, Phil Dowsett (3.0 Ford Capri 3000), 7 laps. **Fastest lap:** Millington, 1m 40.0s, 81.00 mph. **1001-1300 cc class:** 1, Winter, 75.66 mph; 2, Colin Thomas (BLMC Mino-Cooper S), 14m 52.4s; 3, Bob Morey (BLMC Mini-Cooper S), 14m 55.2s; 4, Geoff Byman (BLMC Mini-Cooper S), 14m 58.2s. **Fastest lap:** Winter, 1m 45.8s, 76.55 mph.

National Organs Clubmen's Formula championship round, class A 1600 cc fully-modified engines and class B 1600 cc FF (8 laps); overall and class A: 1, Geoff Friswell (Mallock U2-Hart Mk 16), 12m 19.0s, 87.68 mph; 2, Ruari Gillies (Gryphon-Gillies C4A), 12m 50.6s; 3, David Orbell (Stallwood U2-Ford Mk 16), 12m 54.4s; 4, Martin White (Mallock U2-Swindon), 13m 0.6s. **Fastest lap:** Friswell, 1m 29.6s, 90.40 mph (record). **Class B:** 1, Nick Scott (Mallock U2-Close Mk 11B/14), 7 laps, 12m 39.2s, 74.68 mph; 2, Andrew Houston (Gryphon Ford C4A), 12m 39.8s; 3, Peter Ludford (Gryphon-Scholar C75B), 12m 51.9s; 4, David Cambell (Phantom-Campbell P75B), 13m 5.0s. **Fastest lap:** Keith Howell (Mallock U2-Ford Mk 14), 1m 42.8s, 78.79 mph (established FF record).

Britax Production Saloon championship round, up to £1,299 and £1,300-£1,699 (8 laps): 1, Bill Sydenham (2.0 Mazda RX3 Coupé), 16m 16.2s, 66.37 mph; 2, Tony Lanfranchi (2.0 Mazda RX3 Coupé), 16m 16.6s; 3, Neville Knight (2.0 Mazda RX3 Coupé), 16m 19.8s; 4, Simon Kirkby (1.3 Simca 1000 Rallye 1), 17m 6.4s. **£1,300-£1,699 class:** 1, Sydenham; 2, Lanfranchi; 3, Knight; 4, Peter Hemmings (2.0 Mazda RX3 Coupé), 18m 1.8s. **Fastest lap:** Sydenham and Knight, 2m 0.0s, 67.50 mph (record). **Up to £1,299 class:** 1, Kirkby, 63.13 mph; 2, Tony Stubbs (1.2 Lada 1200), 17m 22.0s; 3, Peter Jopp (1.3 BLMC Mini 1275 GT), 17m 23.8s; 4, Tim Dodwell (1.3 BLMC Mini 1275 GT), 17m 24.4s. **Fastest lap:** Kirkby, 2m 6.2s, 64.18 mph (record).

British Air Ferries FF1600 championship round (8 laps): 1, Peter White (Royale-Minister RP21), 13m 35.8s, 79.43 mph; 2, Geoff Lees (Royale-Minister RP21), 13m 36.8s; 3, Jim Walsh

Monkhouse's Imp was the easy winner, quickly disposing of Malcolm Johnstone's Imp which led the opening lap and was one of the many retirements.

Fergus Tait in the works Delta IRF4 led the Formula 4 race from start to finish, although in the closing stages Jerry Gams was making up ground in the Romans of Woking-entered GRD 373 usually pedalled by Lorina Boughton (who was Escorting at Brands Hatch). Bruce Coate-Bond's ex-Nick Crossley Ensign LNFB/73, last year's championship-winning car, was third, well clear of Eddie Heasell (Brabham BT38C) who had Ian Briggs (March 733) hot on his heels for virtually the entire race. John Finch had been fastest in practice in his Ensign LNF3/73 but had blown his engine; he was offered a drive in the second Delta entry, a modified F3 MRE, and finished sixth.

The narrow confines of Cadwell necessitated a two-by-two grid for the expensive Britax brigade. The three Camaros of Derrick Brunt, John Brindley and Roger Payne made it a Yankee 1-2-3 result with Phil Dowsett's Capri fourth. No amount of energetic driving from Gerry Marshall in the LBC/Hamilton Motors Vauxhall Magnum could improve upon his fifth place overall, second in class.

The seven-lap Formula Ford 'consolation' race ended the day's racing with plenty of fireworks. Spins and slides were the rule rather than the exception, but Andrew Peach stayed out of trouble to win in his nicely turned-out Palliser WDF3 entered by Roston Castings.

MIKE KETTLEWELL

(Hawke-Close DL12), 13m 38.4s; 4, Rod Bremner (Crosslé-Rowland 25F), 13m 39.0s; 5, Tiff Needell (Elden-Scholar PH17), 13m 39.8s; 6, John Bright (Merlyn-Whitehurst Mk 11A), 13m 49.8s. **Fastest Lap:** Walsh and Lees, 1m 40.0s, 81.00 mph.

Forward Trust Special Saloon championship round, 851-1000 cc and up to 850 cc (8 laps): 1, Peter Monkhouse (1.0 Hillman Imp), 14m 34.6s, 74.09 mph; 2, Nick Birch (1.0 Hillman Imp), 15m 7.2s; 3, Peter Cottam (1.0 BLMC Mini-Cooper S), 15m 29.4s; 4, Clifford Watts (850 Hillman Imp), 15m 49.8s. **851-1000 cc class:** 1, Monkhouse; 2, Birch; 3, Cottam; no other finishers. **Fastest lap:** Monkhouse, 1m 47.6s, 75.27 mph. **Up to 850 cc class:** 1, Watts, 68.22 mph; 2, Jack Wines (BLMC Mini), 16m 1.8s; no other finishers. **Fastest lap:** Roger Gill (Hillman Imp), 1m 50.6s, 73.23 mph.

National Formula 4 Championship round (8 laps): 1, Fergus Tait (Delta-Delta IRF 4), 13m 29.2s, 80.07 mph; 2, Jeremy Gams (GRD-Lucas 373), 13m 31.2s; 3, Bruce Coate-Bond (Ensign-Holbay LNFB/73), 13m 42.6s; 4, Eddie Heasell (Brabham-Ford BT38C), 13m 52.6s; 5, Ian Briggs (March-Ford 733), 13m 52.8s; 6, John Finch (Delta/MRE-Delta 73F3), 14m 6.2s. **Fastest lap:** Tait and Gams, 1m 39.0s, 81.81 mph (record).

Britax Production Saloon championship round, £1,700-£2,299 and over £2,300 (8 laps): 1, Derrick Brunt (5.7 Chevrolet Camaro Z28), 15m 51.0s, 68.13 mph; 2, John Brindley (5.7 Chevrolet Camaro Z28), 15m 52.8s; 3, Roger Payne (5.7 Chevrolet Camaro Z28), 15m 59.0s; 4, Phil Dowsett (3.0 Ford Capri 3000), 16m 3.4s. **Over £2,300 class:** 1, Brunt; 2, Brindley; 3, Payne; no other starters. **Fastest lap:** Brindley, 1m 56.2s, 69.70 mph (record). **£1,700-£2,299 class:** 1, Dowsett, 67.26 mph; 2, Gerry Marshall (2.3 Vauxhall Magnum 2300 Coupé), 16m 15.4s; 3, Jeff Allam (2.3 Vauxhall Magnum 2300 Coupé), 16m 25.4s; 4, Marc Smith (3.0 Ford Capri 3000), 16m 34.8s. **Fastest lap:** Dowsett, 1m 58.0s, 68.64 mph (record).

Formula Ford (7 laps): 1, Andrew Peach (Palliser-Scholar WDF3), 12m 34.0s, 75.20 mph; 2, Dave Lee (Arian-Scholar FF1), 12m 43.0s; 3, Robert Styles (Hawke-Scholar DL12), 12m 43.6s; 4, David McClelland (Nike-WVRA Mk 10), 12m 44.6s; 5, John Skinner (Dulon-Oselli MP15), 12m 46.0s; 6, Derek Fiske (Van Diemen-Ford RF74), 13m 0.4s. **Fastest lap:** Peach, 1m 43.8s, 78.03 mph.

Variety is the

This year's BT&RDA Autocross Championship could be one of the most open in recent years for last Sunday there were a few more surprises at the Welsh Counties CC event near Swansea. A small and somewhat unsmooth course cut up rather badly for the second runs and those who had made a mess of things first time out, suffered accordingly with minor exceptions.

With Mike Turpin sidelined following his expensive BTD at the Hagley round, everyone expected Nick Seymour to loll home with the Volnik. However, Bob Light had other ideas and he thundered round in his Scorpion to beat the Team Castrol man by two tenths.

In several of the classes, the in fighting is increasing. Among the sports cars Paul Northall had his revenge over Roger Burn. Terry Westley drove well to collect the rear engined class, Bruce Male put it across Frank Morris in the one litre Mini class and David Baskerville was back on top in the big Minis class.

Nearly 80 cars made the trip to Wales and Nick Garner again collected Class A with his neatly turned out Mini. His time of 74.5s left Stephen Hargreave behind to the tune of 1.2s with Jeff Hawkins coming third.

With Bob Merridale absent, Dick Keen collected his fourth class win in the under 1300 Escort/Anglia class. He did 74.7s which was more than two seconds quicker than Clive Trueman who is now back with the class after a disastrously expensive year among the bigger capacity class last year. George Warren brought along his small car for third just over a second down on Trueman.

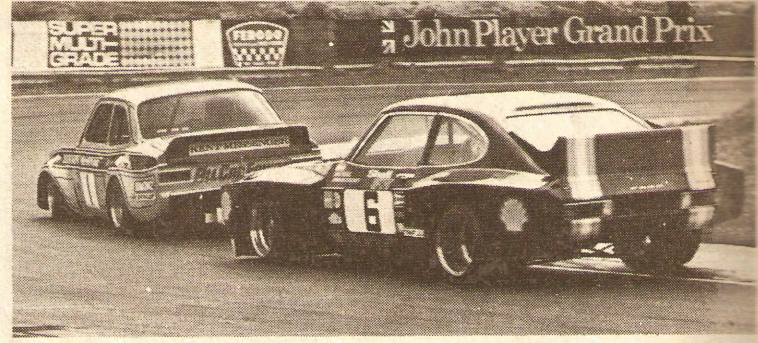
A first run of 72.4s was enough to give the Triumph GT 6 of Northall the sports car class. Once again there was a very healthy turn out — 11 cars — but Ron Easton's TVR Vixen failed to get among the cash after a couple of spins while Rob Gibson also paid the penalty for spinning on his first run and had no chance of recovering on the much slower course later on.

Roger Burn's Clan was half a second down on Northall while Roger Dowson is still lacking for a really good run. With Brian Betteridge's new VW playing up all day Terry Westley, also in a 2.1 litre job, collected the rear engined class after a close finish with Tony King's Imp.

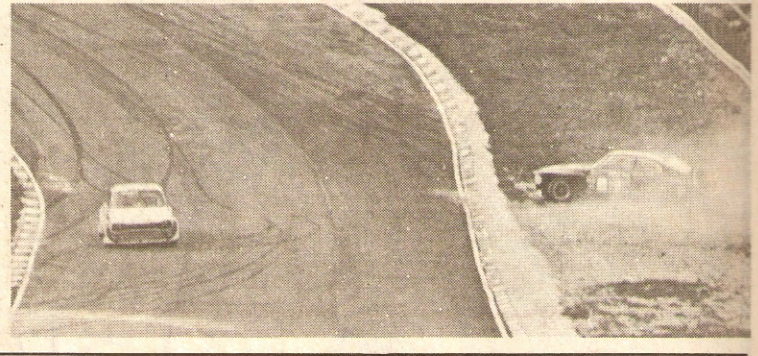
Westley's first run of 75.6s gave him the edge by a whisker but Anne Harris, sharing the Imp, was slower by two seconds in third place. The in fighting is getting well under way in the one litre Mini class and it was the turn of Bruce Male to collect the gold. His 72.8s on his first run left Frank Morris another one pondering a mistake on the first run and he had to rely on 74.9s in the rough. Reg Fitt was third after another reliable day.

George Warren had no difficulty in taking the big Escort class in 71.3s with Dimi Mavropoulos and Dave Fuell scrapping for the places but three seconds adrift in their Escorts. David Baskerville had more than a second advantage over Steve Williams in the big Mini class where Terry Smith was sidelined with a broken rear end.

BTD: B. Light (Scorpion), 70.5s.
Class winners: J. Williams (Cooper S), 79.1s; M. Barnard (Datsun 240Z), 80.4s; N. Garner (Mini), 74.5s; D. Keen (Escort), 74.7s; P. Northall (Triumph GT 6), 72.4s; T. Westley (VW), 75.6s; B. Male (Mini), 72.8s; G. Warren (Escort), 71.3s; D. Baskerville (Mini), 73.8s; N. Seymour (Volnik), 70.7s; R. James (Escort), 75.3s.



This was the superb battle at Brands Hatch on Sunday with Nick Whiting leading Dave Brodie. But then Brodie got in front, Whiting came back and the two spun. Below, Whiting gets going again as Brodie extracts himself from the sand.



Shipp's lead throughout

Leading from start to finish, Ron Shipp and Don Davidson scored a very comfortable win last weekend when they won the Costa di Plenti rally presented by the Trackrod MC. On the 170 mile route of which about fifty per cent was split into the nine selectives, Shipp and Davidson brought their Firenza home having dropped only 12m 3s all of which were incurred on the selectives.

Ron Beecroft and John Millington (Mexico) were 4.5m adrift in second place while Geoff Birkett and Dave Orrick were third in a newly acquired G2 Ascona.

The Lightspeed Magenta of Alan Thurlow and Chris Grey was a good fourth and Thurlow set up fastest time on the sixth selective which just happened to be around his own farm yard.

Earliest retirement — they got as far as the fourth corner of the first selective — was that of M. Williams/I. Worth who rolled their Saab and two other leading crews rolled out of contention within 100 yards of each other in the first half.

1. R. Shipp / D. Davidson (Firenza): 12m 3s; 2. R. Beecroft / J. Millington (Mexico), 16m 38s; 3. G. Birkett / D. Orrick (Ascona), 17m 15s; 4. A. Thurlow / C. Grey (Lightspeed Magenta), 17m 55s; 5. S. Rathbone / F. Stewart-Brown (Mexico), 20m 46s; 6. K. Goodall / M. Tempest (Mexico), 21m 22s
Semi Expert: S. McKinlay / R. Mason (Escort), 24m 15s
Novice: J. Tate / G. Dealtry (Mexico), 27m 02s
Mixed crew: J. Laley / M. B. Cartwright (Escort), 32m 56s

● It seems that there were some unhappy faces after Sunday's Shell-sport celebrity race, for it didn't please some parties that the winner of the British Women's Racing Drivers club championship round in a Shell-sport Escort Sport was an Elf and Renault contracted driver. However, Shell's representative at the track was not unduly perturbed.

Shared lead

Peter Walden and Tim Davies now share the lead in the Esso Uniflo Welsh Speed Championship with 20 points each. Peter, of Haverfordwest, is last year's champion but Tim has been making up ground in his Sidewinder 1100cc racing car from Saundersfoot. A close third is Brian Wilson of Cardiff on 19.12 points.

The remaining drivers are: Stuart Watts, 16.58 pts; John Wilson, 16.15; Malcolm Davies, 14.44; Dave Morris, 11.72; Anthony Boshier Jones, 10.38; Bill Morris, 9.76 and Ernie Preece, 8.40.

Welsh Counties CC qualifying round at Llandow has been moved forward to August 9.

Longman goes home

Apologies for not telling you more about Richard Longman who broke his leg at Thruxton on Easter Monday. The Mini ace is now recovering at his home having been released from hospital late last week. This Saturday, he will be hobbling down the aisle at his own wedding, so he was naturally glad to leave Tidworth Military hospital.

While he was there, he shared a ward with Steve Saunders, the clubman's driver who broke his leg badly at the last Thruxton meeting on May 11. He should be out of hospital within the next week, and another to share the ward was marshal Dave Palmer, who actually helped at Saunders' accident, but was taken to hospital at the last meeting with acute appendicitis.

Both Saunders and Longman hope to be racing again soon. Saunders has already ordered a new chassis, and Longman gives his return date as being August.

Moffatt goes Davrian

After a recent session with the RAC, Adrian Evans, of Davrian Developments, told us this week that the Davrian is now eligible for production car trials. And first man on the bandwagon is Bill Moffatt, last seen in a Ginetta G15 and now changing marque to evaluate the product of Clapham.

On other fronts, Davrian are still doing well. At the weekend, Barrowgill Angus vanquished such machinery as big engined Elans to take his class win and class record at the Barbon Manor RAC hillclimb round. On the racing side, Bob Jarvis gave Simon Packford's car a run recently but found that the Dellorto carbs weren't quite up to it. Jim Adamson, the former Ginetta driver, will shortly be taking delivery of his model, and then the works cars for Bob Jarvis and Pat Longhurst will be built.

The original idea of turbocharging a car for Jarvis, last year's modsports champion, has been scuppered by the RAC ruling that cars can't be run in the next class up when the specification of the original engine is altered to give more power/ccs. So now Jarvis will simply have a new car and be back in the 1150 cc class.

Good entry at Harewood

Having returned post haste from Barbon, John McCartney managed to put the finishing touches on Saturday night to the rebuilt Parnell-BRM sports racing car in time for its debut the following day at the twelfth annual Shellsport vintage, historical and novice speed climb at Harewood.

Run by the Yorkshire centre of the BARC the event had a good entry of 150 competitors in the three groups. There were three BTD awards, won by Paul Mawson (Jomo F3 Lotus) in 46.37s, who took the novice award, the vintage BTD went to Guy Smith in a 3.5 Frazer Nash Alvis in 49.56s while the historic class went to McCartney's 1990 cc BRM in 48.99s.

Class winners, Novices: D. Hanley (Cooper S), 54.47s; M. Abson (Capri GT), 55.90s; G. Farmer (Imp), 52.50s; D. Walton (Cooper S), 51.58s; B. Newton (Porsche '911) 52.65s; P. Tankard (TVR Tuscan) 50.10s; D. Kennedy (Fairthorpe Electron Minor), 50.83s; G. Pepper (Mallock U2), 52.09s; P. Speakman (JW4-Triumph) 49.04s
Vintage and Historic: A. Barker (Lagonda 4.5) 56.92s; J. Shepley (Cooper JAP) 49.63s; G. McAuley (Jowett Jupiter Coupe), 61.09s; T. Donald (Morgan 4 4), 54.12s; P. Fay (Morgan Plus 8), 50.37s; P. Rumbaut (AC Ace-Bristol), 54.93s; A. Naylor (MG TC), 53.88s.
Ladies: Mrs Brenda Snuth (Morgan 4 4), 56.43s

● The Herts Auto and Aero Club's Sprint at Duxford on June 15 is now a round in the RAC's Sprint championship.



Roy Lane travelled down to Prescott from Barbon to take BT.D.

Moseley catches Voigt

Roy Lane having competed at Barbon Manor on Saturday hurriedly rushed down the Motorway to arrive at Prescott on Sunday for a superbly slick Bugatti Owners Club meeting held in glorious sunshine. Lane, as expected, maintained his title as the King of Prescott hustling the Fenny Marine GM1 up the hill in fine style to take his customary BT.D with the quickest time set so far this year at the Gloucestershire venue, 44.22s, just over a second away from his own long standing course record. The second place in the large racing car class fell to Clungunford farmer Geoff Rollason whose brake locking run at 45.96s in the Brabham DFV-BT37 gave him a half second in hand over the ever smiling Reg Phillips.

The long standing 1600cc record to the credit of Geoff Rollason finally fell, predictably to the Huntsman Ensign of David Franklin who again dominated the class heading the Brabham BT35 of sprinter Rob

Turnbull by a second and three quarters and leaving the record at a staggering 45.50s.

At present Peter Voigt with his Voigt-Konig leads the prestigious Gold Cup but the battle for the coveted award is on as kart driver Dud Moseley is really proving a stern challenger to Voigt his class winning time of 50.65s. on Sunday getting preciously near that Gold Cup leading mark, 50.41s.

BT.D: Roy Lane (5.0 Fenny Marine Chevrolet-GM), 44.22s.

Class winners: John Hawley (1.3 MG Midget), 55.33s; Robert Mortimore (1.3 Mini Cooper S), 53.36s; Charles Smith (1.7 Morgan Ford 4/4), 58.31s; Malcolm Maycroft (4.7 AC Cobra), 51.56s; Derek Lloyd (1.3 Landar R7 BMC), 53.27s; Anthony Boshier-Jones (1.6 Mallock U2 Ford-Mk 11B), 49.81s; John Stuart (1.8 Mallock U2 Mk 15 BDA), 48.40s; Dud Moseley (0.25 Motos Ossa-Mk7), 50.65s; Terry Smith (1.0 Vixen Imp-VB5), 49.77s; David Franklin (1.6 Huntsman Ensign Holbay-LNF 373), 45.50s (**record**); Roy Lane (5.0 Fenny Marine Chevrolet-GM1), 44.22s; Simon Bloomfield (5.4 Bugatti Type 46), 75.0s; Elizabeth Thomas (4.0 Ferrari 330 GTC), 71.8s; Barry Brant (0.5 Cooper Triumph-Mk X), 51.83s (**record**); Ian Preston (2.3 Bugatti Type 35B), 55.60s.

Vernon first beats Morris just

Tony Vernon blasted his Cooper through huge clouds of dust at Poynton, near Macclesfield, last Sunday, to collect BT.D at the Mid Cheshire MRC's autocross. From an entry of 92 cars, Vernon returned a best run in 80.6s to beat Tony Morris (Mini), by four tenths of a second while from a healthy class of 13 specials, Dave Ridgeway collected the class and third overall in his MJH Special in 81.3s.

In the three classes for Minis, representing almost half the entry, both Morris, in his 1400 version and Jim Jones, in his one litre car, had easy class wins. Morris was three seconds up on Alan Bidwell while Jones was some five seconds faster than A. Mosey. Man with the struggle on his hands was Alan Meredith who had to fend off a determined Clive Holland before he collected his rewards. Meredith managed an 82.3s eventually while Holland replied with 83.6s.

The six rear engined cars were led home by Don Slater's Imp who did 88.9s while D. Owen gave him a real run in another Imp, clocking 89.6s.

Once again a sports car class had to be abandoned because of lack of

entries and in the two conventional saloon classes John Cotton and John Clarkson, Anglia and Escort respectively, had very easy wins but it was heartening to see the turnout in the specials where Richard Whatmough's Social got to within a second of Ridgeway's class winning time.

John Granville, already making his mark in the BT&RDA series, raised a few eyebrows when he equalled Clarkson's class winning time of 83.6s with his Audi in the road going class while S. Ratcliffe had almost three seconds in hand in taking the 11 strong Class S with his Cooper S.

BT.D: A. Vernon (Cooper), 80.6s.
Class winners: A. Meredith (Mini), 82.3s; J. Cotton (Anglia), 87.7s; D. Slater (Imp), 88.9s; J. Jones (Mini), 85.2s; J. Clarkson (Escort), 83.6s; A. Morris (Mini), 81.0s; D. Ridgeway (MJH Special), 81.3s; J. Granville (Audi 80), 83.6s; S. Ratcliffe (Cooper), 87.4s. **Ladies:** Miss M. Banks (Cooper), 96.2s. **Novice:** N. Pope (Dimple), 85.8s. **Best Longton & Dist:** K. Webster (Mini Special), 84.8s.

● Too late for last week's issue, a telegram from Lawrencetune. It reads: Clever DJM Record and their Lawrencetune Mazda — only non-Arian car declared legal after Citizen Markey's revenge at Snetterton yesterday (Monday, May 26).

7,000 at Goodwood

Around seven thousand people turned up when Goodwood again opened its gates to the paying public last weekend, the event being in aid of the RNLI. Run under their own regulations, the Southern Autosport Association, formed in 1971, ran what could best be described as a rallycross for classic saloons in three different groups.

The meeting was held for their own classes of cars, and over 100 turned up to do battle on part of the track, from the pit straight to Madgwick, and then looping round behind the pits on the dirt. Apart from the Group 4 class for engine over driving wheels vehicles, all the cars were pre-1963, the current date of qualification.

BT.D: Rod Brown (Ford Cortina), 3m 49s.
Class winners: Paul Godwin (Austin A40), 6m 16.35s; Rod Brown (Ford Cortina), 6m 34.25s; Michael Bowley (3.8 Jaguar), 6m 36.02s; Alan Collins (Mini), 6m 12.2s. **Juniors and Ladies:** Gary Tucker (Morris 1000), 6m 44.35s. **Best Handicap:** Mick Hawkins (Mini). **Bistro Vino Trophy:** Brown.

Poor entry for Speedocross

Speedcross, four abreast autocross without timing, without classes, but with more than £200 in prize money, came to pass near Leicester last Sunday when Loughborough CC ran their postponed meeting but with only 43 entries.

More than £200 was on offer and as it happened, very nearly half the entry went away with some reward. Man of the day, he won all his four heats but was docked a point for clobbering a penalty marker, was Peter Withers in his 1340 Cooper, who collected £50 with 15pts from a maximum 16pts.

On a fast, wide course, which remained rock hard throughout, there were few spins or problems in the four-hour event in which everyone started off running as per ballot and the following in subsequent heats with those who had finished in similar places.

Sponsored by QSR Printers of Leicester and supported by BBC Radio Leicester, the event attracted a fairly large crowd and fortunately, despite the small entry, there were not too many breakdowns. A couple of Coopers seized probably through the dust while lesser lights found their machinery did not stand the pounding.

Behind Withers, who collected his victories effortlessly despite having broken part of the engine suspension in practice, Peter Robertson (Avenger), Peter Mann (Escort) and Norman Bradshaw (Bradbuilt) all weighed in with 14 points to share £45.

The next three, each collecting £12, were Reg Ashmor and Harry Barnes (Minis) along with Alastair Lyall's Escort. Two more Mini men, John Mackley and John Heathcock, along with Dave Hazlewood's Imp, tied for eighth place with 12 points and the best road car winner was Charles Eveson in his Escort.

Smith beaten

Big surprise down south at Chandlers Ford, near Southampton, last Sunday, was the defeat of the king of autotests, Trevor Smith, who went down to third place in the sports car class being beaten by Dick Squire and Cliff Robinson.

A dramatic 10 minutes after lunch saw both Squire and then Smith break half shafts on their Sprites. Squire's went first and he borrowed one from Smith and then Smith himself suffered the same fate. He borrowed from Robinson and everyone carried on.

Neither driver seemed to lose or gain against each other as a result of their mishaps for both were able to complete the test they were attempting. Squire came out the winner on 753.2s which was 13 seconds better than Robinson while Smith, in his Midget, finished, for him, well down on 776.1s and not all that far in front of Peter Cox who had a good day in his Midget.

Although Nick Yoward collected some 20s in penalties he was still a comfortable winner of the small capacity Mini class ahead of Terry Shrapnell, and John Larkin (Clubman GT) had nearly 20s in hand in his class over Dave Barney (Cooper S).

The Southampton club used a car park at a hypermarket for the 20 tests in their round of the BT&RDA series and the remaining three classes produced runaway victories for Terry Mears in his rapid Mini Countryman, Malcolm Free, in an Escort 1600 and Philip Neate in his Saab 96.

BT.D: R. Squire (Sprite), 753.2s.
Class winners: N. Yoward (Mini), 839.3s; J. Larkin (Clubman GT), 802.4s; T. Mears (Countryman), 840.0s; M. Free (Escort), 953.9s; P. Neate (Saab 96), 958.0s; C. Robinson (Sprite), 766.1s.

Watson rebuilds

Simon Watson, the man who makes his production Imp go so fast in the face of more powerful opposition, has found a couple of helpful allies to help rebuild his L and G sponsored Imp following his blow-out and subsequent roll at Snetterton over the Bank Holiday.

Although damage is not too severe — "it looks as though Gerry Marshall has sat rather heavily upon it a few times" — Warwick Wright, the London Chrysler agents, have agreed to rebuild the car. Furthermore, D. Clark and Co, of Hull, are also "going to have a look at the car," which Watson expects to be very fruitful. D. Clark specialise in fabrication, precision engine balancing amongst other more divers trades.

Harper's travels

We mentioned last week that John Harper had travelled all the way from Spain to be at Silverstone on Bank Holiday Monday. Well it was France in fact, Nogaro to be exact, where he was second to Jean-Francois Renault in the first heat of a historic race driving his well known Lister Jaguar MVE 303, but in the second heat, Renault spun, and Harper took overall victory on the wet track.

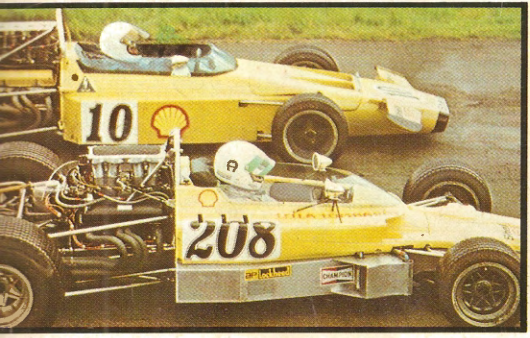
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